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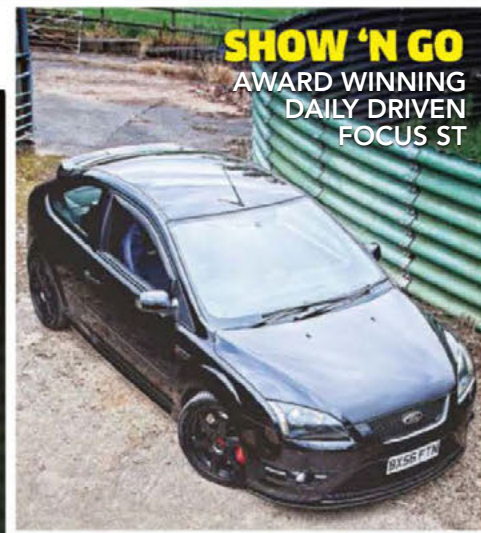
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Escort MkII

GAZ Gold Coilovers for Escort MkII now come with the option of **Brand New Steel Stub Axles** already welded into position. No need to supply donor stubs!

NEW!

Coilover kits available for Cortina I-V, Lotus Cortina I/II, Escort I - VI, Orion, Capri I-III, Fiesta I - V, Fiesta ST150, Focus, Ford Ka, Puma, Sierra Cosworth, Sierra RS Cosworth 4x4, Escort Cosworth and many other Fords



GAZ Camber Adjusters

Provides camber adjustment for tarmac motorsport and the serious track day enthusiast. (Not suitable for road use).

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- On-car adjustment
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- Can be combined with GAZ specially shortened coilover units for maximum adjustment.

GAZ GT Shock Absorbers

A very extensive range of telescopic dampers for both modern and classic car applications.

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All units in all our ranges can be purchased individually or repaired, by return, in the event of an accident. Leda rebuild service also available.

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Gaz GHA height adjustable kits are primarily made for the modified road car market.

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GAZ Gold Coilover Kits

Premium height adjustable kits for tarmac motorsport and the serious track day enthusiast.

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FIRST WORDS



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FORD
AUGUST 2015 #259

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Where the hell have the last four weeks gone? Seriously, we blinked and then BOOM, here we are. Still, not to worry because despite time vanishing from under our noses, we've still managed to bring you another cracking issue of your favourite Ford magazine, filled to the brim with great features as ever.

So, what have we got? Well, for starters there's Dan Judd's utterly incredible YB Mk2 Fiesta. We saw this at Fiesta In The Park and quite frankly, we fell in love with it. The notion of putting in a YB is mad enough, but to do it with such precision and awe-inspiring amounts of detail is on another level, as the feature over on page 14 will confirm.

We've also got lots more going on, too. There's a blinding Focus ST that wins awards aplenty, yet it's used as a daily driver. We had a play in the

new M-Sport Transit, which you can also buy. We sent James off to Goodwood to mingle with the likes of Kenny from the Block whilst Ford wheeled out the new Focus RS and, as ever, we've got plenty of tech for those of you who like being on the spanners. Basically, we've got something for everyone.

Finally, I'd just like to say hello and welcome to any new readers out there who have taken us up on our hugely successful three issues for £5 deal, so, er, hello! And, of course, a continued welcome to those who are long-term readers. If you've not yet signed up to the deal, there's still time. Just head over to our website for more details. Anyway, that's enough from me, it's sunny and I need a beer!

Enjoy the issue.

Chris

IF TEAM PF HAD £10,000 FOR A FORD, WHAT WOULD THEY BUY?



**CHRIS POLLITT
EDITOR**

Hmm, a battered EsCos. I'm sure 'perks of the job' could get it restored



**JACKIE WRIGHT
SALES MANAGER**

I'd have a Mustang of some sort, or a Capri. It's a generational thing



**JAMES 'DELTA' BALL
EDITORIAL WHIZZKID**

A Fusion. In beige. With hubcaps
(You're fired - Ed)

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MONGOOSE

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Mongoose Exhausts Systems are one of the most highly regarded stainless steel exhaust manufacturers in the UK offering an expanding range of exceptionally high quality performance enhancing sports exhaust systems for many marques of cars.

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Focus Mk1 Zetec (1.6, 1.8, 2.0, & ST170)	£ 430.00	N/A	Fiesta Mk7 1.6 Zetec S	£ 462.00	N/A
Focus Mk1 RS	£ 610.00	£ 787.00	Fiesta Mk4/5 Zetec	£ 404.00	N/A
Focus Mk2 ST Mk2	£ 521.00	£ 756.00	Fiesta Mk3 (XR2i, Si and RS1800)	£ 399.00	N/A
Focus Mk2 ST Section 59/500	£ 567.00	£ 802.00	Cosworth (2wd, 4wd and Escort)	N/A	£ 630.00
Focus Mk2 RS	£ 546.00	£ 850.00	Cosworth OE style (2wd, 4wd and Escort)	N/A	£ 756.00
Focus Mk2 RS Section 59/500	£ 567.00	£ 871.00	Escort RS Turbo	N/A	£ 451.00
Focus Mk3 ST	£ 680.00	N/A	Escort Mk5/6 RS2000 (2wd and 4wd)	£ 388.00	N/A
Fiesta Mk7 1.6 ST 180	£ 529.20	N/A	Escort Mk5/6 Zetec	£ 436.00	N/A
Fiesta Mk6 ST 150	£ 415.00	£ 598.00	Ka	£ 420.00	N/A
			Puma	£ 462.00	N/A
			Mondeo ST MK2 & 3 (24, 220, TDCI)	£ 535.00	N/A



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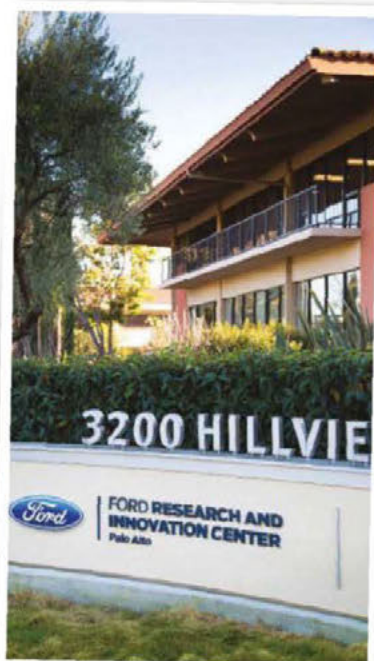
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WE CAN ALL HAVE A GT WITH FORZA 6!

The ultra-high-performance Ford GT descended from the rafters at E3 2015 at the Galen Center in Los Angeles, making its world gameplay premiere as cover car for the next iteration of the leading race simulation franchise for Xbox – Forza Motorsport 6 – launching exclusively for Xbox One.

Whilst none of us average people will get to own a Ford GT, Ford fans from around the globe will have the opportunity to drive the all-new supercar when it debuts exclusively for Forza Motorsport 6 on 15th September. The Forza Motorsport 6 vehicle line up also includes Ford Shelby GT350 Mustang and F-150 Raptor. With a force-feedback wheel and a big TV, it's pretty much as good as the real thing, right?

FORD IS THE FUTURE

Ford is really going for it when it comes to pushing new tech.

Three of Ford's latest ventures are verging on science fiction: Ford's autonomous vehicle technology has moved from a research effort to an advanced engineering project; it has announced it is working with Silicon Valley-based 3D-printing firm Carbon3D to quickly produce high-quality automotive-grade parts; and it is developing wearable technology with MyFord Mobile app extension, providing customers with the ability to quickly check vehicle driving range, battery charge and more for their plug-in hybrid or electric vehicle from their wrists!

SUPER EFFICIENCY

Ford recently released its annual, and very boring-sounding, Sustainability Report.

However boring it sounds though, it's actually really interesting and demonstrates how Ford is once again leading the way. Its Hermosillo Stamping and Assembly Plant in Mexico has attained zero waste-to-landfill status – which means Ford are landfill-free in all of its Mexico manufacturing facilities. One process that has helped to achieve this includes the use of industry-exclusive REPVEVE fibre in the all-new 2015 Ford F-150, which will divert more than 5 million plastic bottles from landfills.



TÄNAK TRIUMPHS

M-Sport World Rally Team's Ott Tänak is on form – triumphing at Rally Poland with a third place finish and his first podium of the year.

Tänak proved that he and the new Ford Fiesta RS WRC have the speed and performance to challenge for the top positions. At home on the fast-paced gravel, he overcame all adversity to truly make his mark on this season's FIA World Rally Championship.

This third place finish equals his best ever performance at this level but this one will certainly mean more to M-Sport man – the result of pure pace and commitment. To top off a sensational weekend, he claimed an additional two championship points in the Power Stage – posting the second fastest time just 0.1 seconds adrift of World Champion Sebastien Ogier.

PERFORMANCE
FORD

NEW PRODUCTS

COBRA CAT-BACK SYSTEMS

Ford's exciting Fiesta 1.0L EcoBoost is a real punchy little number that is just crying out for an exhaust upgrade to add to all the fun. The team at Cobra Sport have worked their magic and created a stainless steel exhaust worthy of the car's sporty reputation. The exhaust system comes in both resonated and non-resonated versions. With the OE system, on tick over, coming in at 62dB, the resonated option at 75dB and the non-resonated version at 79dB, both variations will add a more noticeable soundtrack.

Cost: From £489.49

Contact: www.cobrasport.com

SEALEY MULTI-COLOUR SPANNER SET

We like Sealey - they make super solid stuff. This multi-coloured set serves a purpose by making the different sizes easily identifiable - fantastic if you are working under a car, for example. Both sets are currently featured on offer in the Sealey Summer promotion. These spanners are made from Chrome Vanadium steel. Hardened, tempered and chrome plated these wrenches are a nice addition to your tool box and come with a lifetime warranty.

Cost: From £49.95

Contact: www.sealey.co.uk

PIONEER SPH-DA120

The Apple CarPlay-compatible Pioneer SPH-DA120 head unit embodies the idea of the connected car, providing the majority of smartphone owners the ability to utilise their devices in the car for calling, streaming music, and even controlling supported apps to enhance their driving experience. The SPH-DA120 offers a simple and clean cosmetic design utilising minimal physical buttons on the left side of the screen for quick access by drivers, with the majority of functions and control accessible and operated through its high resolution 6.2-inch WVGA capacitive touchscreen. A useful bit of high-tech that helps prevent device juggling!

Cost: £349.99

Contact: www.pioneer.co.uk



XTREME PERFORMANCE CLUTCH

New to the UK market is the Mk2 Focus RS/ST Single Rigid Carbon blade, ideal for cars running high BHP. The alloy covers on these allow for a gradual release - making them ideal for street or race set ups. The kit includes SMF (Chromoly-Lightweight) ARP Flywheel bolts, Alloy Pressure plate, Carbon 4-blade friction disc, Xtreme CSC and Alignment tool for fitment. It is rated 660 ft/lb, so should be good for most applications!

Cost: £1,608

Contact: Available from Auto Specialists 01375 371499



A&K MOTORSPORT MAPPING

A&K now offer Collins/Powerchips mapping via the OBD port and using the powerful and reliable Genius system. This system increases power, torque, drivability and fuel economy. They can also supply the Collins CPI-Flash laptop based mapping solution with various stages of map.

Cost: Starting from £240

Contact: 01795880902, sales@aandkmotorsport.com



K1 CON RODS

Do you have a lot of horsepower? You'll need some upgraded con rods! This is K1's set of four Duratec 2.0 RS Turbo I-Beam 137.00mm con rods for the Focus RS Mk1 (HDMA) 2002-2003 - 2.0l FWD Petrol. The set consists of four Forged 4340 Still I-Beam connecting rods, ideal for big horsepower vehicles. These steel I-beam connecting rods are shot peened for improved fatigue life. Sizes held to +/- .0001" finish honed in the USA, complete with bronze wrist pin bushings. They're also weight matched for +/- 1 gram on each end.

Cost: £539.26 inc. VAT

Contact: www.coordsport.com



TOONSHARK DESIGN



TOONSHARK DESIGN

ARTWORK BY TOONSHARK

We all love our cars, so why not get yours immortalised as a work of art? Jamie Bakewell of Toonshark Design creates these beautiful cartoon depictions of anyone's ride. The classic out of proportion style brings out each car's character, and we'll be putting in our order for the PF Focus as soon as we've finished typing this! Check out Toonshark's Instagram @toonsharkdesign for more of his work, or have a look at www.facebook.com/toonsharkdesign

Cost: A4 size commission, £45 (for multiple cars contact Jamie)

Contact: toonshark@hotmail.co.uk, 07540189646



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WHAT'S ON



1ST-2ND AUGUST

F4 AND BRITISH GT AT BRANDS HATCH

The Ford-powered F4 cars are heading to Brands Hatch, co-headlining with the British GT series.

Grand Prix stars of the future take to the track in the Duo BRDC Formula 4 Championship single-seater series, with three races across the weekend. Head down if you fancy hearing some serious Ford power and watch upcoming racing talent blast around one of the most iconic tracks in history. Although there are

no Fords, the British GT Championship will also be running, and it's one of the most fiercely contested Championships in the country, with a packed grid of supercars from Ferrari, Porsche, McLaren, Audi, and BMW. Race day prices are £23, but you can save a fiver by booking online. For tickets, head to www.brandshatch.co.uk.



2ND AUGUST

FORD FAIR

Ford Fair 2015 isn't too far away now, and as one of the biggest Ford shows of the year, it's not one to miss. Plenty of exciting events are planned, including a huge number of retailers and the usual fanfare. Gates open at 9am, but club entry is from 6:30am. Public Entry Tickets are £18 per person in advance, or £24 on the gate.

Contact:
www.fordfair.co.uk

WAXSTOCK 2015



There's going to be more of a tuition element this year with the Car Club Boot Camp where you can get stuck in.

A serious day for the detailers! The biggest detailing event of the year happens on Sunday 26th July. It's a hands-on day of product testing, demonstrations, bargain-hunting and socialising.

If you're new to the scene, or want to improve your techniques, there'll be plenty of professional detailers to assist. Remember, this isn't just a trade show. It's a great day out and the best detailers' shopping trip of the year. You could even make a weekend of it, with great B&B rates from the on-site hotel and live entertainment in the Casino bar. Waxstock looks like it'll be good fun once again and is one of the biggest detailing meets. Advanced early bird tickets £12, so get them booked! Contact: www.waxstock.com



8-9TH AUGUST

BTCC AT SNETTERTON

Bits of bodywork flying everywhere and three cars heading into corners all at the same time is a normal day in BTCC racing.

Next on the calendar is Snetterton, and it's a track that the BTCC has been visiting for over 50 years. The circuit has had a number of layout changes, including the extension into the '300' layout used by the championship today, drawing inspiration from iconic motorsport corners such as Monza's Parabolica and the Montreal Hairpin. Tickets are £32, but you can get a £6 saving if you book online. Get down to Norfolk and enjoy some real racing! Contact: www.snetterton.co.uk

FORD GT



Back in Business

Ford announced it will be back at Le Mans in 2016 with the new Ford GT, 50 years on from when the original GT team filled the top three places at Circuit de La Sarthe. PF was at Le Mans to catch the big news.

 JAMES BALL  VARIOUS

With rumours flying around of a new LMP1 racer, anticipation was high. What we got, however, wasn't news of a fully-fledged LMP1 car, but a GT to enter the GTE Pro class. Perhaps more appropriate than a highly modified LMP1 car that looks nothing like the iconic GT, entering the latest evolution in the GTE class will be a fitting way to honour the success of the original.

Its 3.5-litre turbocharged EcoBoost engine is described as the most powerful EcoBoost ever produced and it has an array of significant aero additions and weight saving measures, as you'd expect.

"As we developed the Ford GT, from the outset, we wanted to ensure we had a car that has what it takes to return Ford to the world of GT racing," said Raj Nair, Ford Motor Company group vice president, global product development and chief technical officer. "We believe the Ford GT's advances in aerodynamics, light-weighting and EcoBoost power will make for a compelling race car that can once again compete on a global stage."

It will be entered into the TUDOR United SportsCar Championship and the FIA World Endurance Championship, so keep an eye on its progress when the next season starts. 



JUDD D

The story of one man building his own car from scratch is, owing to the complexity of modern motors, becoming harder to find. So, imagine PF's delight when we saw this 340bhp monster, only to learn it was built by one man, Dan Judd.

✎ CHRIS POLLITT 🔄 BRUCE HOLDER



OIT

“THE MAIN PIECE CAME IN THE FORM OF A RATHER HUMBLE, SLIGHTLY RUSTY AND COMPLETELY UNASSUMING MK2 FIESTA, COMPLETE WITH THAT STAPLE OF MOTORING GREATNESS, A CLATTERY 1.0 ENGINE”

A

At the tail end of 2012's summer, the pieces of a dream realised were falling into place. The main piece came in the form of a rather humble, slightly rusty and completely unassuming Mk2 Fiesta, complete with that staple of motoring greatness, a clattery 1.0 engine. It looked more like fodder for the crusher rather than an automotive canvas, on which a budding spanner wrangler could exercise his car-building prowess. In fact, had it fallen into the hands of anyone else, unceremonious death by grabber would have more than likely been the case.

You don't need to be a rocket scientist to know that death by crusher was not the case. We're obviously talking about what is now the vision of Paris Blue awesomeness that has been cast over these pages for your viewing pleasure. It's come a long way from its humble origins though, which is impressive as you can see for yourself. The real magic, however, comes from the knowledge that this car was created by just one bloke, Dan Judd, who spent the best part of three years' worth of evenings and weekends getting it done.

It had always been a dream of Dan's to build a rear-wheel drive Fiesta, a dream that actually saw him buy another Fiesta prior to this with a view to making that the basis of his project. In the end, though, the combination of the car being far too clean and the available hours being few, the car was sold and the project was shelved.

Things moved on in Dan's life, yet the idea for a RWD Fiesta never fled, so when personal circumstances allowed the hunt was once again on for a car that would fit the bill as the foundation for a Fez like no other.



The 1.0 Bonus (at least that's what we think it was) had spent its life clattering around, popping to the shops and dreaming of the dizzy heights of 45mph. When it fell into the ownership of an eager Dan, it probably resigned itself to its fate as a dead car, as it sat there being stripped of everything that made it whole. It was rusty, a bit beaten up and to all intents and purposes, unloved.

It probably winced as it felt Dan going at it with power tools, cutting away the metal from underneath it. What the hell was happening? Was it going to be one of those cars that got sliced and diced, only to end up in a Biffa bin? Oh no, not on your nelly. Soon the metal that had been so unceremoniously cut from its underside was being replaced with fresh tin. Not to anthropomorphise the car too much, but we can only imagine it would have breathed a sigh of relief with each buzz and crackle of Dan's welder. Though those sighs would have had a curious undertone, because whilst the new metal was a welcome addition, it was a million miles away from the shape and structure of that which had been there for decades prior.



“THE NOTION OF A REAR-DRIVE FIESTA IS NOT A NEW ONE, IT’S JUST THAT FOR DAN, THE IDEA OF DROPPING THE BODY ON A SHORTENED SIERRA FLOOR DIDN’T REALLY APPEAL”



It was also completely bespoke, thanks to Dan doing all the work himself. It was a lot of trial and error, with even more 'measure twice, cut once' going on, but it came together quickly. The front was fabricated to take a Mk2 Escort front crossmember and steering rack, whilst the rear was fettled to play host to a Sierra rear beam. The floor pan was obviously modified, with a view to making room for the propshaft.

The notion of a rear-drive Fiesta is not a new one, it's just that for Dan, the idea of dropping the body on a shortened Sierra floor didn't really appeal. He wanted something a bit more suited to the car, hence the approach of building the floor from scratch.

Once that was done, a cage was ordered from those wizards of CDS, Custom Cages. Dan knew this thing was going to be a stormer, and whilst he had no immediate plans to slam it into a wall, he didn't want to ignore the fact the Fiesta has the structural integrity of a Kit Kat wrapper – safety first and all that.

Once the cage was in – fitted by Dan, of course – the next stage was paint. A notoriously tricky part of any build,

you'd think Dan might farm the job out to someone else, but no, he didn't. Basically, this talented sod is not a jack-of-all-trades, he's a MASTER OF ALL. It's okay to be jealous, we are. If you see the car at a show, you'll be even more jealous because the finish is flawless, though Dan humbly admits that he hated painting the inside of the car, what with all its tubes, folds, corners and curves.

That was the trickiest bit to deal with though – once the paint was on and dry, it was time to build everything up and get it looking like a car again. That, of course, means an engine would be required, something Dan had already considered beforehand luckily.

During the fabrication stage there had been a number of ideas in terms of a proposed means of propulsion. The increasingly popular Zetec, complete with turbo, was on the list. So was the less subtle BMW straight six, though we're not sure where Dan would have put that, as it's probably longer than the car. In the end though, he settled on an old faithful – that staple of Ford power and speed, the engine that's synonymous with performance Fords. Yep, he went for a 1300 crossflow. ➤





Ha! If you could see your face right now! Of course he didn't, he went for a YB. Not just any YB though, oh no, because the one that resides between the bespoke front strut towers of this car has been tickled by Harvey Gibbs. So yeah, it's pretty damn fast.

Originally from a Sierra, it now runs an L8 ECU, anti-lag, wasted spark, a T34.63 turbo, light blue injectors, a Harvey Gibbs map, pocketed pistons, Group A head gasket, Quaife cam pulleys, stainless valves, a full 3in exhaust system and a front mounted intercooler along with a Sierra Cosworth radiator.

That right there is a lot of stuff to stuff in the front of a Fiesta, but Dan has done it and he's done it brilliantly. There's a lot for the eyes to process when the carbon fibre bonnet is removed, but it doesn't look cramped or forced. It all looks like it should be there – it looks 'right'.

In fact, everything looks right, not just the engine bay. Dan's attention to detail must be lost in his daily work, which consists of keeping forklift trucks going. Luckily though, he has this wonderful machine to show what he's truly capable of.

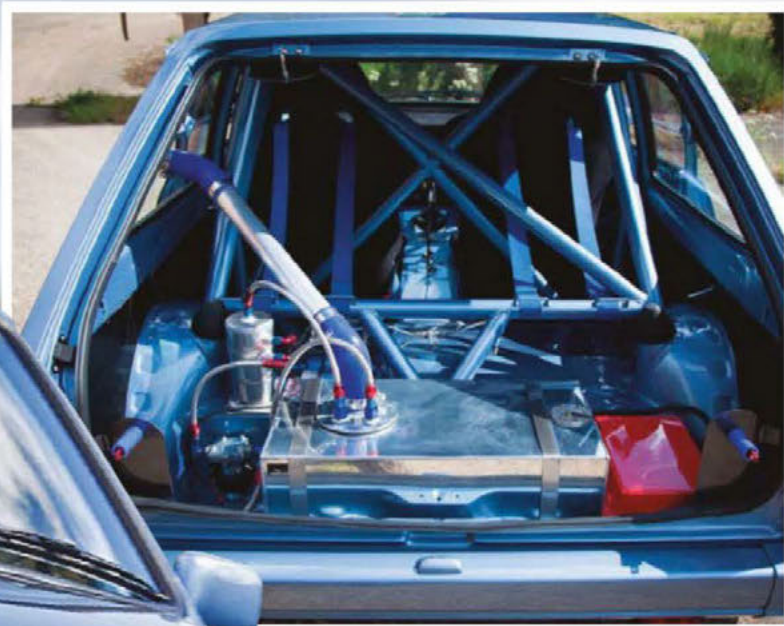
The interior, despite being an utter swine to paint, is just as awe-inspiring as the engine bay. Remove the rear hatch, which like the bonnet is crafted from carbon fibre, and you can stare right through the car. The cage is right at home, especially when complemented by the Cobra bucket seats and harnesses. The bespoke dash houses an array of EBT and innovative dials and gauges to ensure Dan knows everything is running right and the rally-inspired steering wheel is the perfect device to make sure the car is pointing where it should be when those rear wheels spin up.

That brings us onto the chassis. We've touched on the fact it's all been made by Dan, but you're probably wondering what the exact details are. After all, that engine is kicking out somewhere in the region of 340bhp in a car that's about as heavy as a hamster's packed lunch. That's a tricky combination to put down onto terra firma.

As we said, up front it's Mk2 Escort all the way with the crossmember and steering rack being used. There are also Mk2 Escort adjustable bottom arms up there too, along with an array of GAZ goodies, the most useful being the coilovers. It's the same at the rear in terms of the GAZ goodies, along with that Sierra rear beam and diff. It's all been polybushed too, so it's as tight as a drum, whilst a custom shortened Sierra prop delivers the angry horses from front to back. On the back of the YB there's a T5 and an AP Racing 6 paddle clutch, which means that whilst it is aggressive, it's also surefooted in its power delivery, which is always handy. ➤

“THERE’S A LOT FOR THE EYES TO PROCESS WHEN THE CARBON FIBRE BONNET IS REMOVED, BUT IT DOESN’T LOOK CRAMPED OR FORCED”





MK2 FIESTA COSWORTH

A bit closer to the floor you'll find a set of graphite Compomotive MO alloys in 15x8 flavour, wrapped in Toyo R888 rubber – 195/50 on the front and 225/50 on the all-important rear. Behind those, there are Wilwood stoppers up front with Sierra Cosworth discs reigning things in at the rear.

This is, from front bumper to back bumper, door-to-door, roof to floor, a proper bit of kit without one single item being overlooked, scrimped on or fitted to just 'make do'. There are probably race teams that don't build cars this well, and we mean that.

Now that it's done Dan's planning to enjoy his work and have some fun with the old girl if, of course, he manages to find somewhere to use it where it won't be swamped by crowds of eager people! This car is – no prizes for guessing – a bit of an attention-grabber.

Dan admits that he never keeps cars for long, but also suggests that things are a bit different when it comes to this mighty Fiesta. It's the realization of a dream, a testament to Dan's abilities and, when it's properly dialed in a set-up, an absolute monster to drive. As such, we're sure this one will be in Dan's ownership for a long time to come. 📸



TECH SPEC

Engine: Sierra Cosworth YB engine, L8 ECU, anti-lag, wasted spark, new motorsport wiring loom, T34.63 turbo, light blue injectors, Harvey Gibbs map, stainless valves, pocketed pistons, Group A head gasket, Quaife cam pulleys, Graham Goode breather, custom catch tank, ceramic coated exhaust manifold, full 3inch stainless exhaust system, Samco hoses, Group A air filter, front mount intercooler, alloy Sierra Cosworth radiator

Transmission: T5 gearbox, AP Racing six paddle clutch, hydraulic clutch upgrade, Sierra Cosworth rear differential, shortened Sierra prop

Suspension: Sierra rear beam, Polybushes rear end, Escort Mk2 front crossmember and steering rack, Escort Mk2 adjustable bottom arms, Escort Mk2 front coilovers, Escort Mk2 GAZ adjustable rear coilovers, Escort Mk2 compression struts, adjustable concentric top mounts

Brakes: Wilwood 310x32mm discs and four pot front calipers, Sierra Cosworth rear discs and calipers, OBP adjustable bias pedal box, braided hose throughout

Wheels & Tyres: 15x8 Compomotive MO5 alloys with Toyo R888 tyres (195/50/15 front, 225/50/15 rear)

Interior: Boot mounted alloy fuel tank, Holley lift pump, Bosch 044 injection pump, swirl pot, Aeroquip fittings and stainless Teflon-lined hoses throughout, custom alloy dash with ETB and Innovate gauges, Bimarco Cobra 2 buckets, Le Mans 4 point harnesses, driver's floorpan raised, passenger foot rest

Exterior: Modified Mk2 Fiesta shell, custom tunnel, rear floor and suspension mounts etc. Fully welded in roll cage, Paris Blue paintwork, Polycarbonate windows, carbon bonnet, carbon tailgate, Aerocatches



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205/45/17	205/45/17	205/45/17	205/45/17	205/45/17	205/45/17	£66.15
£66.00	£66.00	£66.00	£66.00	£66.00	£66.00	£66.15
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BEST OF BOTH

Like many of us, Adrian Lennon doesn't have the space for multiple cars. That's not quashed his enthusiasm though, hence this stunning, award-winning yet daily driven Focus ST.

✎ CHRIS POLLITT ✎ BRUCE HOLDER

We've all been there, looking at other cars thinking about what we'd like from our cars, how we'd like them to be, what we'd like to do with them. The thing is, achieving that can often be difficult. Cars are an expensive hobby, so that project you have sitting in the garage often gets forgotten in the name of other priorities. Hell, for many of us the thought of a garage at all is just a pipe dream.

Then there's the daily. You need that to be functional, reliable and ready to go at a moment's notice. You can't go doing silly things to it – it's your daily hack, that's its job. Surely if you go all out on modifications and the like, it will become a precious nightmare that you're not going to want to use? Or will it? Adrian Lennon, the owner of the stunning ST you see here, seems to have it nailed. He's got power on tap, he's won awards, he's well and truly part of the scene, and care of 320bhp he's never late for work, either. It truly is the best of both worlds.

Adrian lives and breathes for cars; like many of us, it's in his blood. He's had a fair few motors over the years and he's proud of them all. However, as plenty of you will be able to relate to, he doesn't often keep them long! His shortest ownership was just a week – though that was an Audi. His longest, however, is the car you see here, which has now had Adrian's name on the V5 for six years. It's evolved in that time, transforming into the stunner it is today.



TH WORLDS



**“HE’S GOT POWER
ON TAP, HE’S WON
AWARDS, HE’S
WELL AND TRULY
PART OF THE
SCENE, AND CARE
OF 320BHP HE’S
NEVER LATE FOR
WORK, EITHER”**

Adrian is the second owner, picking the car up with just 8k on the clock. It was also bone stock, which is no bad thing in principle, as the Focus ST is a cracking car. That wasn't enough for Adrian; previously owned cars such as his RS Turbos and the like were all modified and the Focus was to be no exception. But unlike the others, the development and changes made to this car were organic and progressive, it was an evolution rather than an out-and-out frenzy of modification. With that in mind, everything was considered and planned so as to allow it to still retain its duties as a daily ride, whilst also being a bit of a jaw dropper at the same time.

So, what do we have then? Well, as you can see, it's a black Focus ST. It's a deep black though, the kind you could lose yourself in - deep and rich. New cars aren't this mint, let alone cars that are approaching double digits in age. That's the first thing that draws you to this car because even though the hue is dark, it still stands out in traffic. Once you get closer though, there's a hell of a lot more to see. ➤

The matching JW Racing alloys add to the stealthy appeal of the car, whilst the massive 365mm K Sport 8 pot brakes with bright red callipers serve to point out that whilst the car is immaculate, it's also got some serious bite that obviously needs to be reigned in. It's not just the brakes that hint toward what lies beneath the bonnet. The front splitter and rear diffuser also give a nod to performance, along with the Mongoose exhaust that subtly protrudes from the back.

There are plenty of other little visual touches that make this car stand out, such as the bespoke puddle lights in the mirrors, the tinted RS rear lights, the bespoke front grille and the modified fog light surround that helps with induction. The whole thing is a feast for the eyes, with there always being something new to examine or take inspiration from. This includes the light conversion that allows the lights – via a phone app – to flash in a vast array of colours and patterns! All lovely stuff, but this car isn't just about show, it's also about the go, too.

The chassis has been sorted with fast road use heavily considered, whilst not being so low or stiff that it shatters teeth. Bilstein shocks keep things tight and balanced, whilst carefully selected Cobra springs give the car a subtle yet welcome nudge a bit closer to the floor. There's a Whiteline anti-roll bar for more stiffness, too. Basically, this thing has grip, poise and balance but can still get over those bloody annoying speed humps at Tesco. ➤

“WITH THAT IN MIND, EVERYTHING WAS CONSIDERED AND PLANNED SO AS TO ALLOW IT TO STILL RETAIN ITS DUTIES AS A DAILY RIDE, WHILST ALSO BEING A BIT OF A JAW DROPPER AT THE SAME TIME”





Under the bonnet the first thing that strikes you is the provocatively hydro-dipped engine bay. Playing cards and scantily clad women? You got it! It's merely an aesthetic aid that makes an otherwise dull part of the car come to life and it's one that works well. Underneath it all is the all-important 2.5, 5-pot turbo engine and this one is far from standard.

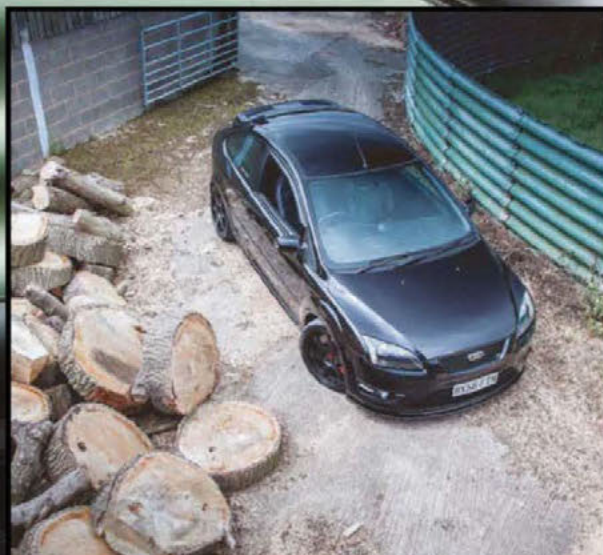
It's not running ludicrous power, about 320bhp actually, but it is running enough to be well in the arena of being a performance Ford. The Mongoose downpipe, Dreamscience sports cat and Mod C Dreamscience set-up all pull together along with the Anembo inlet manifold to produce an engine that has exciting amounts of reliable, usable power – just what you want from a daily driver.

That's the thing we struggled to keep in mind when we were shooting this car – it is, 100%, without exception, a daily driver. We're not using editorial licence here, Adrian honestly uses this every day. Okay, so his commute isn't exactly gargantuan, but still, to have a car like this that will be rolled out for use no matter what the reason, well, that's pretty damn impressive. It's even more impressive when you consider that this car has won numerous awards due to the impeccable condition that Adrian keeps it in. It's a labour of love, but after 6 years, it's a love that's only getting stronger.



So, what's next for this evolution of one of Ford's finest? More power actually, hence the decision to go for those massive brakes. The goal is to get it into the high 300's, but that will be after the block is modified in readiness for the hike in power. Until then, the ST will carry on being one of the country's most stunning daily drivers.

It just goes to show that even if space and resources are at a minimum, you can go out and still live the Ford dream with a car that turns heads and even wins awards. Adrian has made the impossible possible, he's shown that a stunning Ford doesn't just need to be something that lives in the garage to be wheeled out on sunny weekends, it can be something at your disposal every day. 📸



“ADRIAN HAS MADE THE IMPOSSIBLE POSSIBLE, HE'S SHOWN THAT A STUNNING FORD DOESN'T JUST NEED TO BE SOMETHING THAT LIVES IN THE GARAGE”





TECH SPEC

Engine: Focus ST 2.5 turbo, Dreamscience Ultra running Mod C, Mongoose downpipe, Mongoose exhaust, Anembo inlet manifold, fully detailed engine bay with hydro-dipped covers, Autospecialist wing rails, header tank, cam cover, engine plate, fuse box and battery tray.

Transmission: Standard Focus ST six-speed

Suspension: Bilstein dampers all round with Cobra springs, Whilleline anti-roll bar

Brakes: K Sport eight-pot callipers with 356mm discs

Wheels: 18 x 9 JW Racing five spoke alloys, satin black

Interior: Full SMD conversion including front and rear footwell upgrade, leather trim.

Exterior: Custom front grille, smoked RS rear lights, RS Parts front splitter and rear diffuser, custom puddle lights fitted into wing mirrors, gloss black wiper arms and scuttle.

Thanks: Sean James at Hydrographics, Nick Burns for helping along the way and Helen for putting up with it!

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✎ CHRIS POLLIT ✎ BRUCE HOLDER?


M

M-Sport, the company headed up by Malcolm Wilson, is a world-renowned force when it comes to building cars that mean nothing but business. If there's a Ford on a rally stage somewhere, the chances are that M-Sport built it. Even if it didn't, there's still a damn good chance the car is fitted with something that has been honed, developed and perfected by the team based at factory in the amusingly named northern town of Cockermouth. Stop laughing.

Anyway, phallic geography aside, M-Sport really are the daddies of taking a normal Ford – the Fiesta being a prominent car at the moment – and turning it into a world beater that will satisfy the high speed urges of the likes of Jari-Matti Latvala, Mikko Hirvonen and of course, back in the day, a certain Mr McRae. It's what they do, and they do it damn well. Rock up with half a million quid and a Fiesta and they'll happily do it for you, too. Though that might be a bit out the budget for most of us.

One thing M-Sport hasn't really delved into too deeply is the world of, well, vans. Primarily because when setting up a rally team, drivers and managers alike seldom consider going 100 left over crest in a big metal cube. For some odd reason, it's just not the done thing.

However, one thing M-Sport can't deny is its passion for anything with a Blue Oval. Old Escorts, the RS Cosworth, the Focus WRC Mk1 and 2 and more have all been through the workshop at some point or other. As such they all hold a special place in the M-Sport team's heart. In amongst the fondness for all those rally icons, however, also resides the Transit.

“IT’S NOT GOING TO WIN ANY RACES, BUT IT HUSTLES ALONG QUITE NICELY”



No, it's not a rally car. But, as Ford quite rightly proclaims, it is the backbone of Britain with over 9 million sold since 1965. It's always been there, its name has become a synonym for vans in general, it's gained popularity all around the globe and we're pretty sure that a good percentage of what's in your house has at some point been within the panelled sides of a Transit. It's kind of a big deal, as Ron Burgundy would say.

It's also coming up for a big birthday, as it will be 50 on the 9th of August (don't forget to send a card), but it's not getting ready to give up. In fact, it's only getting stronger – something M-Sport wanted to be a part of when custom van builders, Edward Davies Commercials, suggested making a high-end, motorsport-linked version of the Transit's newest incarnation.

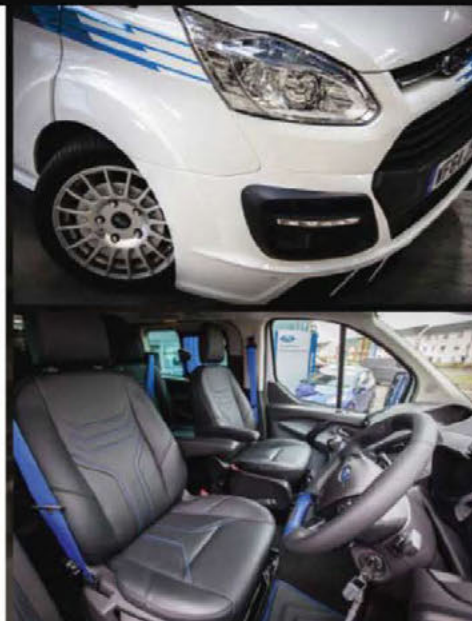
Edward Davies Commercials are known for making luxury and bespoke vans for clients all over Europe. Its bread and butter over recent years has been working on the ubiquitous Volkswagen and Mercedes vans. Nothing wrong with that, but it did leave Edward Davies pondering why there was no offering from Ford to rival the 'drive everyday' appeal of the Germanic load-luggers. Yeah, there's a Sport Transit, but in reality it's nothing more than some alloys and stickers, which isn't enough to pull the eyes and wallets of van

fanatics away from the German showrooms. Edward then started to ponder what a Ford offering could be, and pretty soon found himself sitting on the other side of the desk from Mr Wilson.

The final result of those meetings and a period of development is, obviously, the van you see here. It's a front-wheel drive 2.2 diesel underneath, so it's reliable and frugal and all that stuff your parents worry about. Though to be honest, it actually goes pretty well. It's not going to win any races, but it hustles along quite nicely. Besides, this is a celebration of the Transit and M-Sport's passion for all things Ford, it's not a racer. It's a supplement to the racer, the van that tows your show-winning car to events, or hauls your rally car back from a day on the stages. Or, it could be your work van and your daily driver. Our photographer was quite keen to have one as his daily transport!

So, what makes this van so special? Well, as the website declares proudly, it's built by robots but crafted by man. As slogans go, that's a bit deep, but hell, it's honest. This van arrives with Edward Davies Commercials as just that – a van. It's then built up to be the vehicle you see here, which involves changing the aesthetic of the van, the interior and the wheels. ►





“THE OUTSIDE FEATURES A BODY KIT THAT GIVES THE VAN SOME REAL PURPOSE WITHOUT MAKING IT LOOK DAFT”

The outside of the van has been re-worked by Carlex and Edwards and now features a body kit that gives the van some real purpose without making it look daft. There are also arch flares, reworked bumpers with daytime running lights, and matching side skirts. The rear boasts a spoiler, whilst further down, twin exit pipes show that this is a commercial vehicle that means business. Add the M-Sport graphics into the mix and you've got a Transit that would look out of place towing a trailer full of bricks. A world rally car though? That'd look right at home! If you really want to stand out you can opt for the blinding Frozen White as featured here, or if you want to be a little subtler, there will also be a Magnetic Grey option.

Another visual aid comes in the form of the wheels. In the past, the commercial fitment of the van has meant that there isn't exactly a wide range of wheels available, which is why OZ was approached to make something bespoke to the van. The end result is a stunning 18x8 single cast multi-spoke design that just reeks of motorsport – they even have a ‘cooling fan’ design worked into them. They properly look the part, something the 30mm lower Eibach suspension probably serves to aid as well. ➤

Inside, it's a damn nice place to be. The van here is the double cab variant so you've got a bank of seats behind the driver and front passenger. We're not going to lie, the rear seats don't look amazingly comfortable at first glance, but once your bottom is on them, it's actually not too bad at all. Though we might struggle on a long journey.

Everything is covered in swathes of high-end leather, too. The seats and steering wheel – complete with M-Sport logo – use the bulk of the cow's hide, whilst doors use a little bit as well. It doesn't come across as an afterthought in the name of luxury though, it strikes you as being meant to be. It all works, yet thanks to the black and blue colouring, it's also versatile and won't show every mark. Ergo, it can still be a van when you need it to be.

Then, of course, there is the tech. This thing is loaded with it, as a concerto of beeps and bongs is more than keen to point out should you leave any of it on once the key is removed. There's a reversing camera with proximity sensors, with the rear view mirror concealing a small visual output, sat nav makes a welcome appearance, there's hands free, Bluetooth, air con, CD, electric windows, M-Sport dials that glow in a frozen blue colour, full on-board computer, everything. It

loses nothing in terms of being as user friendly as a car.

And that's just it, that's what this van is trying to be – a vehicle that can be used on a daily basis. Its aim is to be snapping at the heels and then quickly overtaking the likes of Volkswagen and Mercedes. We can see that happening because this has a

“It's the van you never knew you wanted, until now!”

much more apparent degree of exclusivity and style – it's all been thought through with the end user in mind, with a firm consideration that the end user is more than likely going to be someone with a real passion for cars. It's the van you never knew you wanted, until now!

We perceive the M-Sport Transit will be a vehicle that enters people's collections as a working addition, something to complement the set – like we said, it'd look great towing the right car to an event.

Failing that, it would be a good (though we cringe at using the word) lifestyle van. You don't have to have the double cab option, which then means you can convert the back to a more usable and bigger space – perfect for weekends at the track or, even better, weekends at the beach!

Okay, so this is a little late to the game in terms of what's on offer from the likes of VW and Merc, but that doesn't mean it's not a blinding bit of kit. We'd happily have one, and we're sure you would, too. Just remember where you saw it first when you place your deposit! 📍



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✎ JAMES BALL ✎ CAZ MCEWAN

D Down in the Ford-filled land of Essex, AMD provided its services for Ford Life's Rolling Road day. A great selection turned out with Fiestas and Focuses well represented as usual, but every ride tweaked to the owner's tastes from the inside out. Now, for the power battle that is a Rolling Road day! Bring on the power charts...

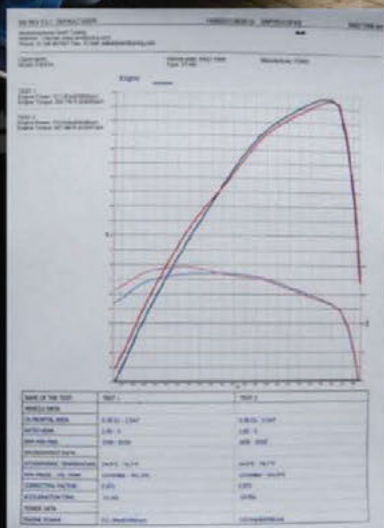




ALEX WOOD

CAR: Fiesta ST Mk7

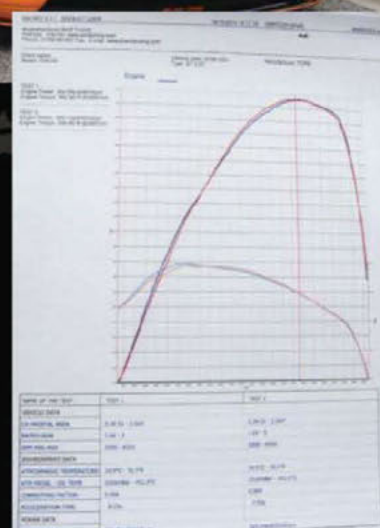
MODIFICATIONS:
Induction Kit



ASHLEY HOLDER

CAR: Focus ST

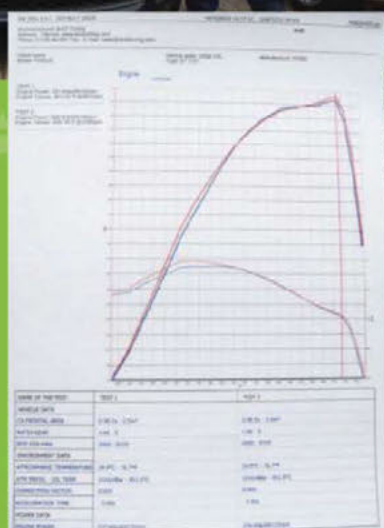
MODIFICATIONS:
Block mod,
RS clutch,
Turbosmart recirc,
Turbosmart actuator,
AS plenum,
Dreamscience cais
Revo stage 2



BENJAMIN SMITH

CAR: 2008 Focus ST

MODIFICATIONS:
Auto Specialists
Gen2 CAIS, Cobra 200
cell sports cat, Cobra
non red cat back
exhaust



CAZ MCEWAN

CAR: Fiesta ST150

MODIFICATIONS:
Miltek cat back exhaust,
K&N panel filter

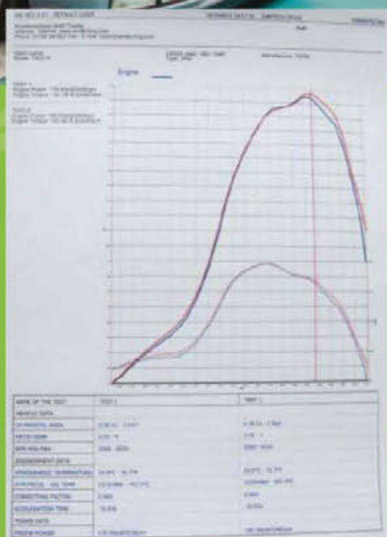




CHRIS MACROWEN

CAR: Fiesta Mk3

MODIFICATIONS: 1.6 CVH turbo conversion, 0.5 Wossner forged pistons, Stage 3 T3 with billet compressor wheel, fully lightened and balanced bottom end, Group A air filter, Roose motorsport hoses throughout, Mongoose exhaust, Airtec rad, Airtec stage 1 intercooler



JP BOHER

CAR: Fiesta ST Mk7

MODIFICATIONS: Mountune mp215, KMS hurricane exhaust, Decat, Mintec grooved disks and pads, Mountune yellow boost coolant, Induction pipes, Forge hot side pipe and blow off valve



KARL THORNDICK

CAR: Focus ST3

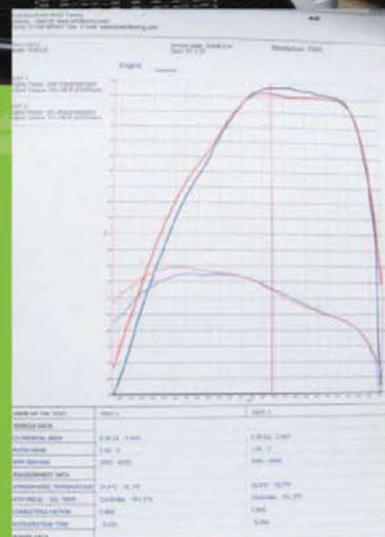
MODIFICATIONS:
N/A - Standard



MAC NUMAN

CAR: Focus ST

MODIFICATIONS: Miltek full exhaust system, Decat and de res, Group A Filter, Turbo Smart, Recirculation Valve, Turbo Smart Actuator, Wastegate, 76mm Core Gen3 Intercooler, Dreamscience Mod X Remap



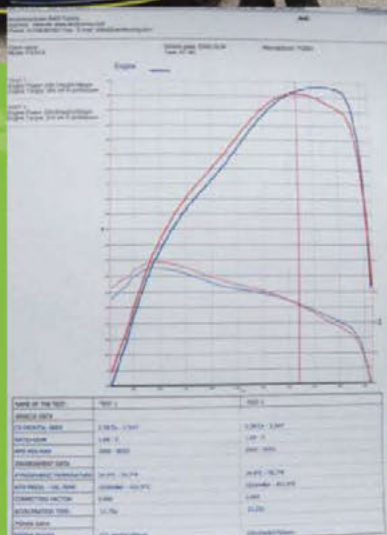


SCOTT WELLS

CAR: Ford Fiesta ST180

MODIFICATIONS:

Autospecialists Stage 1 Induction Kit, Pro Induction Hose, Custom Back Box, Centre Box Removed, Stage 1 Revo Remap

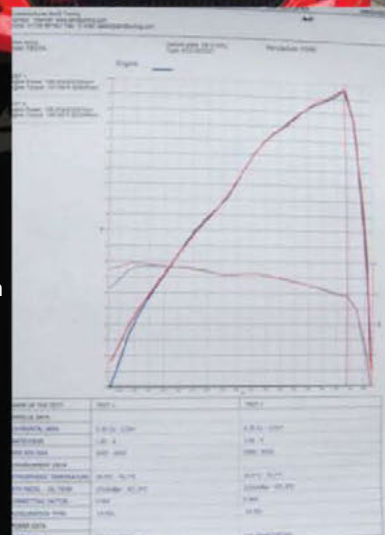


WARREN DIGANCE

CAR: Focus ST-3

MODIFICATIONS:

Smooth Silicon Boost Hose Kit, Smooth Silicon Induction Hose, Smooth Silicon Large Bore Turbo Elbow, Stage 2 AS Performance Free Flowing Induction Kit, AIRTEC Front Mount Intercooler Upgrade, Powerflow Custom Straight Through Cat-back Exhaust



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Fiesta Mk7 1.6Ti-VC	£633	SAVE £200	Focus Mk2 RS	£1,008	SAVE £250
Focus Mk1 ST170	£553	SAVE £150	Full system	£1,884	SAVE £250
Focus Mk1 RS	£778	SAVE £200	Mondeo ST220 V6	£701	SAVE £150
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PERFORMANCE **FORD** **ICONS:** MK1 FOCUS RS

The original Focus RS had a lot of pressure riding on its shoulders. It was the first Ford to wear the RS badge for half a decade. It promised to emulate the famous WRC cars as driven by the likes of McRae and Sainz and it had to be deserving of the badge. Good job then, that the final car was fantastic.

✎ CHRIS POLLITT ✎ BRUCE HOLDER

It's easy now, some 14 years after its release (feel old now?) to look at the Mk1 Focus RS and think to yourself, "Yeah, that's a proper classic, it's an icon" but when you look back, it was actually an incredibly difficult car for Ford to design and build. Not because it was beyond its expertise - no worries there - but because it had so much pressure riding on its success. It was only ever going to be a limited run car, but that didn't mean any corners could be cut. In fact, it was quite the opposite, mainly because the Focus RS was the first car to be emblazoned with those two consonants since the Escort RS Cosworth. That's a damn tough act to follow.

Ford rose to the challenge though, and drafted in their best spanner monkeys along with a gaggle of rally drivers and, as you now know, their combined efforts were fruitful. Not only did they create a car that was more than worthy of the name, they also created a car that would go down as one of Ford's greats. Also, the brilliance of the first Focus RS went on to shape future cars like the STs and newer Focus RSs. In an odd twist of fate, the Mk1 RS took the pressure put upon its development and passed it on to the next generation, forcing more greatness from the name. Talk about leaving a legacy!





BEGINNINGS

The Focus WRC, a car that had been incredibly successful in the WRC and one that generated a huge amount of interest from customers due to its visual similarities to a road going car, inspired the Focus RS. However, brochures failed to offer anything that was close to the WRC machine, so the decision was made to bring a performance variant to the Focus range. The ST was in the works, and whilst Ford were confident that it would offer a level of performance that would satisfy many, the bosses knew a more dedicated machine would be eaten up by the public.

The result was a car that, whilst keenly sporting the revolutionary design cues of the basic Focus, managed to look completely different yet satisfyingly familiar – think about it, that's the key to any hot Ford's appeal; its shared, basic platform that has been exploited in the name of performance. The Escort and Sierra RS Cosworth embodied that – the Focus RS was to be no different.

To give it a more purposeful look, the Focus RS was slightly wider than a standard car, with flared, muscular arches used to achieve this. Bespoke alloys were designed for the car too, which covered Brembo four-pot callipers up front. The front and rear

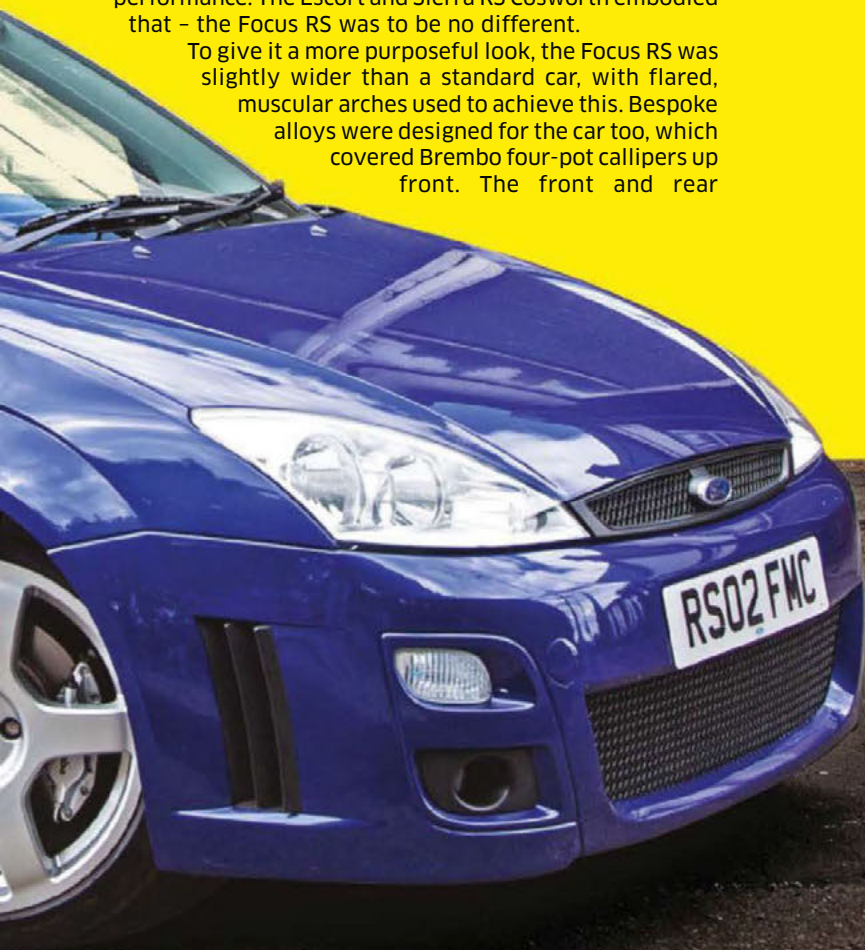
bumpers were reworked to reflect those of the WRC version, with the front seeing the most dramatic changes which included larger venting and front fog lights.

Inside there were Sparco seats with matching steering wheel, a polished metal gear knob, rally-style green push start button mounted on the tunnel and alloy pedals, again to mimic those of the rally version. To look at, the Focus RS was a dramatic yet pleasing vision in blue – the only colour it was available in.

As with any car that's expected to wear the RS badge, this car was more than some spoilers and fancy seats – it had the mechanical bite to match its visual bark.

Under the bonnet was the familiar, powerful and trusted 2.0 four-cylinder Duratec engine. However, in the case of the RS, it had the added bonus of being fitted with a Garrett turbocharger. This combination meant a very real 211.9bhp was available to the driver. But, as we all know, a lot of power to the front wheel can often spell disaster in the form of an unrewarding drive. Again though, Ford had that covered, just as you'd expect from an RS.

With help of gearbox supremos, Quaife, Ford was able to reign in that power and give the Focus RS driving characteristics like nothing else. The solution was a torque-biasing differential that automatically worked out how much power was going where and then distributed it accordingly, reducing wheelspin in the process. Clever stuff, but we'll go into that a bit more when we drive it! ➤



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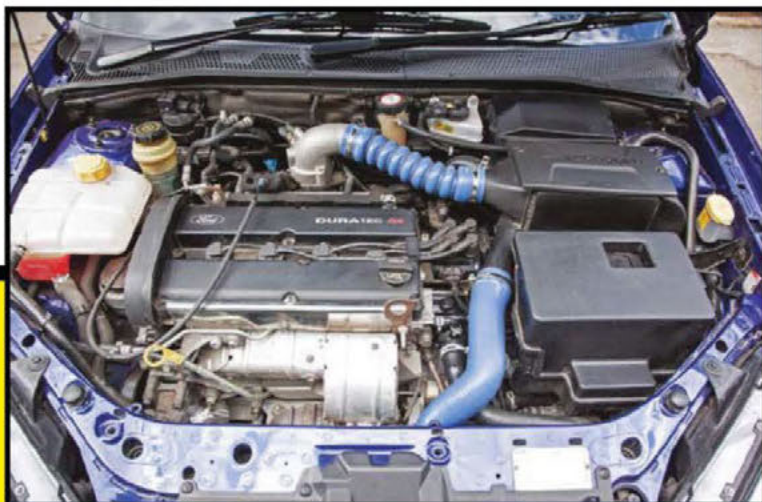


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In total, 70% of the Focus was re-engineered or replaced in the name of delivering the RS variant. Drivers like McRae and Sainz flung test mules through rally stages to ensure the chassis was set up to deliver what they considered to be the best performance and the greatest similarity to their beloved WRC Focuses. As a result, the final car was deemed by some to be a little too harsh, but that's what comes when you put performance first, which the Focus RS certainly did.

LEGACY

The Focus RS has gone on to become one of the greats. For many, it's reached the giddy highs of being as sought-after as an Escort RS Cosworth, and with prices on the rise, that doesn't look set to change. It's a poster child for the rebirth of the RS name, making it one of the most deserving icons on these pages. Even with the advent of the admittedly better Mk2 RS, it's still the Mk1 you think of when people say "Focus RS".



Not only has it become coveted for what it is, it's also become a firm favourite with the tuners. Many tuning companies have worked tirelessly to extract as much power as possible from the humble 2.0, with many easily achieving 400bhp without the risk of blowing a crater the size of Swindon into the earth. Tuners have also further developed the handling, making what was a great car on track into an incredible one in the process.

This is all because, like any good Ford, it never seems wrong to modify a Focus RS. In fact, it seems to be the right thing to do. Most manufacturers will put out a limited run of cars and they'll be bought by purists who will nanny them and polish them to within an inch of their lives. That's not the case here; the Focus RS welcomes modification and tuning, it's part of its appeal. It's what makes it a true performance Ford.

Things are changing though, with standard cars becoming more and more sought after. The modification game is still strong within the RS circles, but as the years roll by the car is being seen and bought by those who saw it as nothing more than a pipe dream 14 years ago. If you want one, now is the time to get one, because they aren't getting any cheaper. ➤





As we said, the Mk1 Focus RS was not only a revelation in its own right, it was also a car that shaped the development of future fast Fords. Were it not for this, the current range of STs and RSs would be much, much different and, dare we say it, really not as good. From our point of view, the Mk1 Focus RS deserves a salute as it drives by – we owe it a lot.

PF DRIVES

Before you even go anywhere, a Mk1 Focus RS is an occasion. The unfamiliar, like us as it had been a while since we drove one, will find themselves getting comfy before turning the familiar three-button Ford key through 90 degrees clockwise, only to be greeted with nothing. Then you remember, this is a performance car, that's when your left-hand index finger finds the green Smartie-looking start button down by the handbrake. Once depressed, the 2.0 Duratec barks into life. It's not offensive or intrusive, it's just raw and with an undertone of being a bit pissed off. It means business.

Get it out on the road and things quickly get better. There's a lot of power even in standard form, and that's power that tried to overwhelm the front wheels. You'll remember people saying that if you booted it from the line with your hands off the wheel, the car would pull wildly to the left or right. Yes, it will, BUT WHY THE HELL WOULD YOU BE DRIVING WITHOUT YOUR HANDS ON THE WHEEL?

Keep your paws on the wheel and you're left with a car that fights a little, but it's not about to snap your wrists off. It's giving you feedback, something modern machines are lacking if you ask us. It's not wild, it's not out of control and as Quaife promised, it doesn't spin the wheels.

In terms of power, the turbo is quick to spool and the speedo is quick to aim for the right-hand side of the dial. It's fast, very fast in fact. We drove an Escort Monte Carlo just before this (tough life, we know) and we can report the RS felt a lot faster and a lot more nimble.

Then you've got the chassis. It's so good it could make the asthmatic, stodgy 1.4 LX feel exciting, so in an RS with all the suspension upgrades there's no surprise to say that it's incredible. Sure-footed, eager and with a shed-load of grip.

Is it comfy? Yeah, if you're used to cars of this ilk. Your mother-in-law will scoff and complain if you pick her up from the train station in it, but sod her, she's not the key demographic! It's a bit tight and a bit hard, but you forgive it those things because when the road opens up, it rewards you by the bucket load. 📷

TECH SPEC (ORIGINAL CAR)

Engine: 1,988cc four cylinder Duratec RS, 2 belt-driven ohc, sodium-filled exhaust valves, aluminium cylinder head, iron block, sequential electronic fuel injection, Ford EEC-V engine management, electronic ignition, 5-bearing crankshaft, Garrett stainless steel, water-cooled turbo, 1 bar max boost, water-cooled intercooler. 211.9bhp @ 5500rpm.

Transmission: Front wheel drive, heavy-duty AP Racing clutch, 5-speed synchromesh, Quaife automatic torque biasing differential.

Suspension: IFS by MacPherson struts with uprated, offset coil springs, Sachs racing dampers, 18mm anti-roll bar, IRS by control blade multi-link, Sachs racing dampers with internal rebound spring, anti-roll bar.

Brakes: Front Brembo 4-pot twin opposed piston callipers with 335mm vented discs. Rear 280mm discs with 2-pot callipers.

Wheels & Tyres: Focus RS 18x8 alloys with Michelin Pilot Sport 225/40R18 tyres.

Interior: Sparco race-style leather and Alcantara seats, carbon fibre console, blue and black leather-trimmed steering wheel, polished metal gear lever, start button on centre console, boost gauge.

Exterior: Ford Performance Blue paint, RS front and rear bumpers, RS rear quarters, RS front wings.

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Email your answer with your name and address to sealey@performancefordmag.com, or write to us at Project Viva, 6 Sansome Walk, Worcester, WR1 1LH. Competition closes on 23/8/15.

To enter simply
answer this question:
Name one place that Gavin
travelled to, to get parts
for his RS1600i – from
the feature that starts on
page 30.



T's and C's

This competition is open to UK readers only. The winner will be the first correct entry drawn when the competition closes at 12 noon on the 23/8/15. Project Viva takes no responsibility beyond promoting this competition, and no cash alternative or adjustment is available. The competition is not open to employees or associates of either Project Viva. No tools are included in the prize. The Editor's decision is final and no correspondence will be entered into.



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HOW TO



Fit a Stereo Upgrade

Everyone loves a bit of music so here's how to fit a basic stereo upgrade for very impressive results

 JIM BLACKSTOCK

While induction roar and exhaust notes are music to our ears, sometimes there comes a point when you want to block that out and enjoy some quality tunes instead. Manufacturers know this, which is why they fit In Car Entertainment (ICE) systems to all cars.

However, as a manufacturer unit, these tend to be a compromise between performance and cost, with the inevitable bias towards the latter. The result is sounds that may be acceptable but in actual fact, for a very small outlay, could be a lot, lot better.

Which is why we decided to show how to carry out the first steps in upgrading your stereo. This revolves around three basic components; the head unit, which will make the most of whatever music you have; the front speakers, which will reproduce that music in far better quality than the factory-fit speakers; and a bass box in the boot. This isn't to blow all your windows out but to fill in the very bottom of the sound spectrum and give an all-round excellent sound.

All the components we use here are based on personal experience and success. We chose the Pioneer DEH-X8700DAB Head unit which uses DAB and FM tuners, has direct iPod/iPhone control, App mode, and also Bluetooth, so you can stream music wirelessly as well as use your phone hands-free. We paired it with the CR-S110 steering wheel remote, since our Puma doesn't have stereo control on the steering.

For the front doors, we selected a pair

of JBL GTO509C speakers, to replace the factory 160mm items. These are a two-way component system, meaning the mid-woofer can be mounted in the original location and the tweeter higher up to bring the sound stage up towards the listener's ears. Mid-bass notes are less directional than higher notes, so these can be lower in the doors.

Finally, we chose the Alpine SWE-815 active subwoofer for a little sub-bass clout in the boot. This is an integral unit with a built-in amplifier and speaker in a single unit. It uses an 8in speaker for tight, punchy bass that should satisfy any requirements and blend nicely with the overall sound without overpowering it. It comes with a control unit that sits up front so that the relative power of the sub can be altered to match the rest of the sound spectrum.

We also used a selection of generic mounting items, including a fascia adapter, to replace the 1.5DIN factory stereo (DIN is the standard stereo size – single DIN for the Pioneer and double DIN for later, factory Ford units) which came with the antenna adapter, the keys to remove the factory head unit and the wiring adapters to join the standard ISO wiring on the Pioneer loom to the Puma's plugs. We chose a pair of speaker adapters (which were wrong, as you'll see) that also came with wiring plugs and finally, a generic amplifier wiring kit. This was a bit over-spec'd for the Alpine (which only produces 180W max) but better safe than sorry.



Costs

Pioneer DEH-X8700DAB Head Unit
£199 inc VAT*

Pioneer CD-SR110 Steering wheel remote control
£24.99 inc VAT*

JBL GTO 509C component speakers
£90 inc VAT*

Alpine SWE-815 active subwoofer
£109 inc VAT*

Generic amp wiring kit
£20

Generic door speaker adapters
£10

Generic head unit kit
(facia adapter, ISO leads adapters, antenna adapter, Ford stereo release keys)
£8

Time

6 Hours

Difficulty

Overall 3/5

Tools required

Screwdrivers
Torx drivers
Electric drill
Drill bits
Hole saw
Jig saw
Wire strippers
Crimping tool
Electrical connectors

Contacts

Pioneer
pioneer.eu

JBL
uk.jbl.com

Alpine
alpine.co.uk

Car Audio Security (Retailer)
caraudiosecurity.com

*Retail prices as of July 2015

HEAD UNIT

STEP 1

The Pioneer DEH-X8700DAB head unit looks very sleek and minimalist when not powered up and has a huge list of features

STEP 2

The standard factory stereo is 1.5 DIN sized, so we will need an adapter, supplied with the wiring kit, to fill the gap left by the smaller Pioneer, single DIN unit

STEP 3

The wiring kit comes with removal keys for the original unit. Slide these in each side until they click and pull to withdraw the factory head unit

STEP 4

Unplug the wiring from the back of the original head unit

STEP 5

Now plug the Pioneer wiring loom (right hand side) into the ISO lead adapter (left hand half), ready to plug into the Puma's factory plugs (into the black and brown sockets, far left/bottom)

STEP 6

This shows it all goes together: from left; Puma original wiring into ISO lead adapters into Pioneer head unit loom. A lot of spaghetti but luckily, a lot of room in the dash

STEP 7

You'll also need to run the RCA leads to provide signal to the subwoofer (large twin cable) and the switching cable (smaller single strand) to the back of the head unit - more on this later

STEP 8

To fit the microphone for hands-free Bluetooth phone calls, we removed the A-pillar plastic trim and ran the wiring down this and across the underside of the dashboard panel. Sound comes from the car speakers

STEP 9

The microphone is adjustable so make sure it points directly at the driver

STEP 10

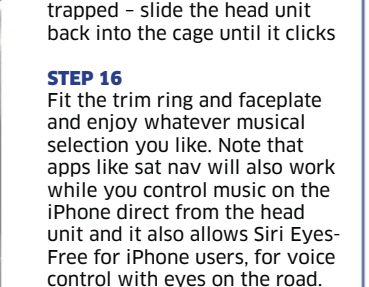
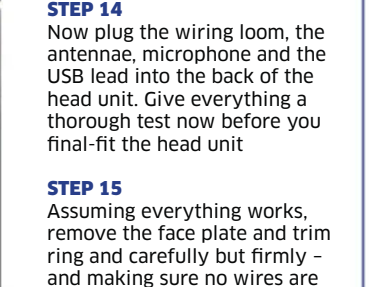
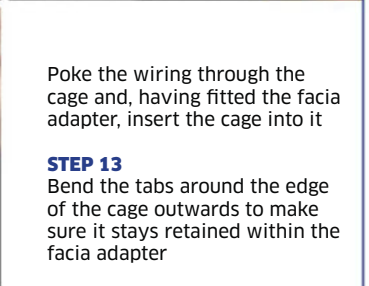
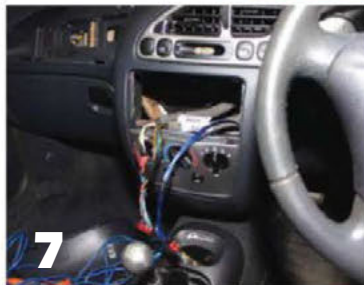
We also needed to add a USB cable to connect to our iPhone, so we chose to fit this to the small centre console, where the phone lives when we're driving. Remove the console...

STEP 11

... drill a small hole in the bottom and pop the phone connector through. Run the cable under the carpet and up into the dashboard area and to the USB socket on the back of the head unit

STEP 12

With all the cabling now installed, time to fit the cage.



Poke the wiring through the cage and, having fitted the fascia adapter, insert the cage into it

STEP 13

Bend the tabs around the edge of the cage outwards to make sure it stays retained within the fascia adapter

STEP 14

Now plug the wiring loom, the antennae, microphone and the USB lead into the back of the head unit. Give everything a thorough test now before you final-fit the head unit

STEP 15

Assuming everything works, remove the face plate and trim ring and carefully but firmly - and making sure no wires are trapped - slide the head unit back into the cage until it clicks

STEP 16

Fit the trim ring and faceplate and enjoy whatever musical selection you like. Note that apps like sat nav will also work while you control music on the iPhone direct from the head unit and it also allows Siri Eyes-Free for iPhone users, for voice control with eyes on the road. It also charges the phone

STEP 17

Later Fords, with steering wheel controls, can use an adapter to allow their use on the Pioneer head unit. We didn't have these so we opted for the add-on control, which clips into the bracket on the steering wheel. All controls are replicated and there is volume control on the back ➤



FRONT DOOR SPEAKERS

STEP 1

The JBL speakers come with everything you need to install; mid-woofers, tweeters, adjustable crossovers to separate the signal to the two speaker units and grilles

STEP 2

The first job is to remove the door trim so you can get to the factory speakers and wiring

STEP 3

On the Puma, start by removing the screw holding the inner door handle trim and remove it too

STEP 4

Using a Torx bit, remove the large machine screw holding the door handle to the door skin. There is also another screw in the middle of the flat part of the lower door pocket

STEP 5

Pull the wing mirror internal cover off. The front comes in and then, the whole thing comes off towards the rear

STEP 6

Go round and prise the door trim away from the door itself using your hands. You'll need to overcome the trim clips, which should stay in the door

STEP 7

Reach inside the door and pop the electric window switch out, then remove the electric plug from it and replace it in the door trim

STEP 8

Now remove the door trim. On the Puma, you pull the bottom out, then the top slightly up and towards you and it's off

STEP 9

Undo the three screws that hold the factory speakers in place, disconnect the wiring plug on the back and remove the original, paper-based speakers

STEP 10

As you can see, the adapter rings that were listed for the front doors of a Puma are more suited to the rear. No good for the front, so we had to modify them

STEP 11

You could do this in MDF if you prefer but as we'd paid for them, we thought we'd use 'em. Sit the factory speaker in the adapters and mark the outside edge

STEP 12

Now, using a jigsaw, cut round the line you just made, making an adapter ring that will actually work

STEP 13

Flip the speaker over and, using the original mounting holes as a template, drill new ones in the adapter ring to mount it to the door. Make sure you don't drill right next to one of the four holes you'll use to mount the speakers themselves



STEP 14

Now screw the speaker rings to the door using the original screws and mounting holes

STEP 15

Drill through the four speaker mounting holes in the rings and into the door skin, so you can use both the plastic and the metal to mount the speakers securely with the self-tapping screws included

STEP 16

Now to decide where to fit the crossovers. Somewhere secure that won't get in the way of the windows, door handles or locks. Here!

STEP 17

Time to run the cabling behind the plastic rain guard. We used springy curtain rod to feed through from one end to the other then pull the cable through. Three runs are needed - input to the crossover then output to the mid-woofer and one to the tweeter

STEP 18

Once you have run the three cables, identify them so you know which is which

STEP 19

Using the plugs supplied with the speaker rings, join these to the input to the crossover and plug in to the original speaker plugs in the door

STEP 20

Now fit the mid-woofer, using four screws supplied with the kit. Connect it using spade terminals added to the cable that goes to the crossover

STEP 21

Do the same for mid-woofer and for the tweeter cable, then fix them all securely to the screw terminals on the crossover. Then mount the crossover to the door

STEP 22

We decided to mount the tweeters in the redundant door mirror cover panel, to bring the sound up, using the angled mounts to direct the sound towards the occupants. Start by working out where the plastic nut will fit on the back, then using a hole saw, cut a hole for the main mount

STEP 23

Insert the mount from the front, and...

STEP 24

... fit the plastic nut on the back and tighten up as far as possible. Be careful not to break it, as it's only plastic

STEP 25

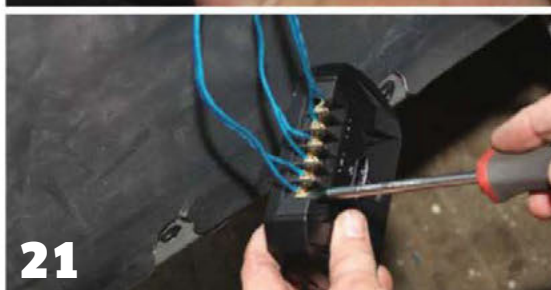
Fit the tweeter housing into the angled mount and point it as far forward as it will go. Then tighten the nut to hold it in place

STEP 26

Fit the tweeter into the holder - it goes in and turns slightly to lock it

STEP 27

All done - stealth and professional with the mid-woofer hidden behind the door and subtle tweeters as high as possible in the door >



STEP 1

The Alpine SWE-815 is a totally self-contained powered subwoofer that takes up minimal space in the boot for maximum effect

STEP 2

The first thing is to run a power cable directly from the battery into the boot, ready to power the sub. We chose to run the cable through the main wiring grommet from the engine bay to the car interior

STEP 3

Again, using the curtain wire, make a small hole and push this through the grommet and out from the bottom of the dashboard. Once you have both ends, tape the power cable to the curtain rod in the engine bay and pull through

STEP 4

All amplifier wiring needs a fuse adding as close as possible to the battery. This was supplied with the kit and we mounted the fuse holder to the battery housing. Note that the fuse is removed at all times until the very last minute

STEP 5

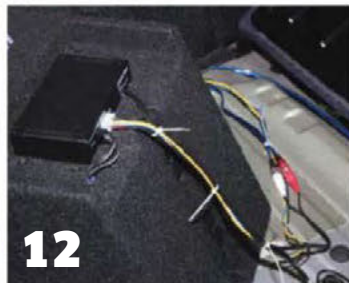
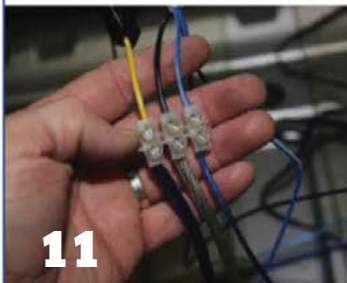
With the fuse-holder in place, fit the live end to the battery but again, make sure the fuse is removed

STEP 6

With the cable inside the car, remove the door aperture trim and run the cable along the sill under the carpet, pushing it through the existing cable holders and into the boot. Go around or under the rear seat as necessary but avoid areas where it may chafe. Use grommets to protect it if necessary

STEP 7

Now do the same with the twin RCA cables and the switching cable that run from the head unit, installed earlier. These should run down the opposite side of the car to the power - never run them together as you may get interference



STEP 8

You also need to install and run cabling for the sub controller. We decided to house the handset in the cubbyhole above the fusebox

STEP 9

Remove the cubbyhole and drill a small hole in the bottom, just large enough to push the phone-style connector through. Then run the cable alongside the RCA and switching into the boot

STEP 10

The control is useful but, theoretically, you shouldn't need it too often. So it lives in the cubbyhole within reach if needed. Plenty of slack means you can hold it in the driver's seat

STEP 11

Back in the boot, join the live, earth and switching live of the sub loom to the cables installed in the car. For an earth, we used the jack mounting bolt on the inner wing

STEP 12

Run the power loom and the controller cable up the back of the sub and plug in the connections. We tie-wrapped the cables together for neatness (we did cut off the excess tie-wrap) and hid all the extra wiring behind the boot side panel

STEP 13

The finished item - effective and subtle and when we hit the track, we can just unplug it and leave it in the pit garage

STEP 14

The control allows you to change the phase of the sub (in case the other speakers have been wiring with the wrong polarity), the gain (the 'power' of the sub compared with the rest of the sound) and the LP or Low Pass filter (the frequency above which no sound goes to the sub - we like around 100Hz). Experiment until you're happy with the sound - it's a personal thing

Results

Just phenomenal - no other way to describe it. You'd never think you were in the same car or had just spent less than around £450. We actually fitted the speakers first, as these took the most time and work and once they were in, fired up the factory head unit. The sound was nice - clearer and more defined with chunkier bass but still not what we were after.

Then we fitted the head unit and the whole thing came to life. Before, the speakers alone made the best of the limited output of the factory unit but with a proper source, the sound was transformed. With all audio

settings flat (ie no additional bass, treble, loudness or EQ settings), the sound was fantastic. It was crystal-clear, compared with the previous version sounding like there was a paper bag in front of the speaker. There was very nice mid-bass, plenty of volume and no distortion from the head or the speakers.

Having the tweeters high up and separate really brought the top end of the sound spectrum out and meant that vocals were clean whilst the mid-range was solid and punchy.

Then we added the sub and the whole thing stepped up a gear. It was possible to overpower

the whole sound - there is a maximum of around 40W going into the full range speakers and up to 180W into the sub, which is why the adjustable gain is so useful. With the LPF set at around 100Hz and the gain a relatively modest 25-30% or so, the sub gave a very healthy thump to fill in the sound stage and give it some much-needed depth.

Overall, for the money spent, the results are superb. Unless you are almost deaf or are planning to try to bag yourself an ASBO, something along these lines will do the job for your daily driver no worries. 🎧

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BACK TO BASICS

SUSPENSION



Part II

This month, we look at how the suspension affects the way the car handles and grips the road.

JIM BLACKSTOCK CAR BIBLES, M-SPORT WORLD RALLY TEAM

T Last month, we looked at the major components in a suspension system, as well as their role in the whole picture. We also looked at the different types of basic suspension design but this month, we look at how it determines the way in which a car handles and, potentially, how it can be improved or tailored to an individual's preference.

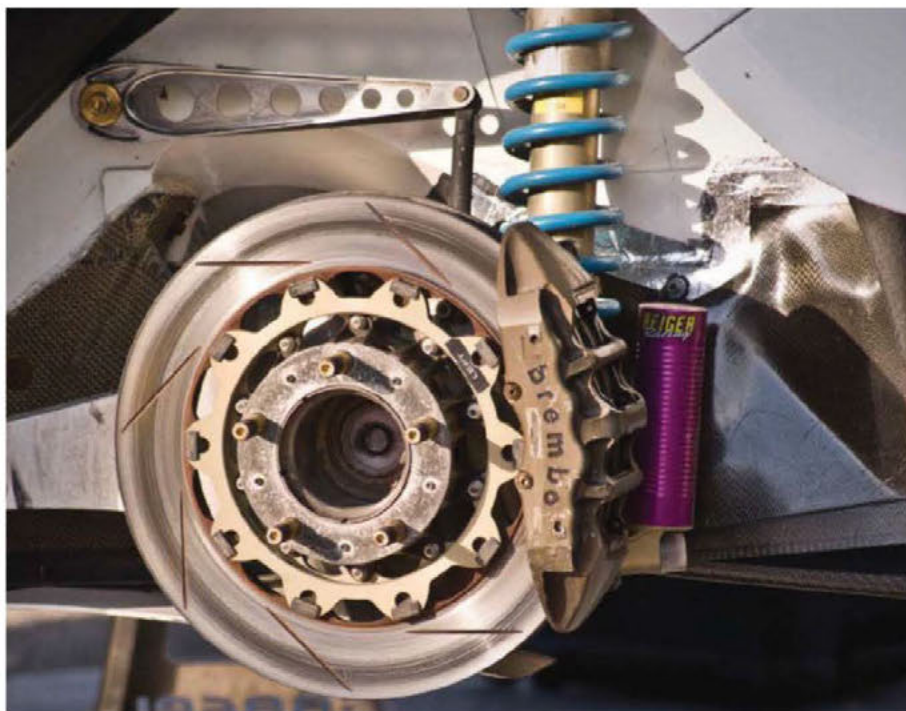
Road-holding

Two of the areas which affect the way a car drives are the stiffness of the suspension and its geometry, which we'll come to in a minute.

As we said last month, the suspension needs to be able to flex enough to soak up irregularities and make sure the tyre stays in contact with the road as much as possible to maximise grip. However, an increase in spring stiffness can give benefits by reducing the tendency for the car to roll and unload tyres.

But go too stiff and the road-holding – the level of grip the car can generate – can suffer. Consider a car which is driving through a long, fast corner at constant speed – the body is experiencing lateral force but the tyres are stable and generating sufficient grip for it to follow the intended line.

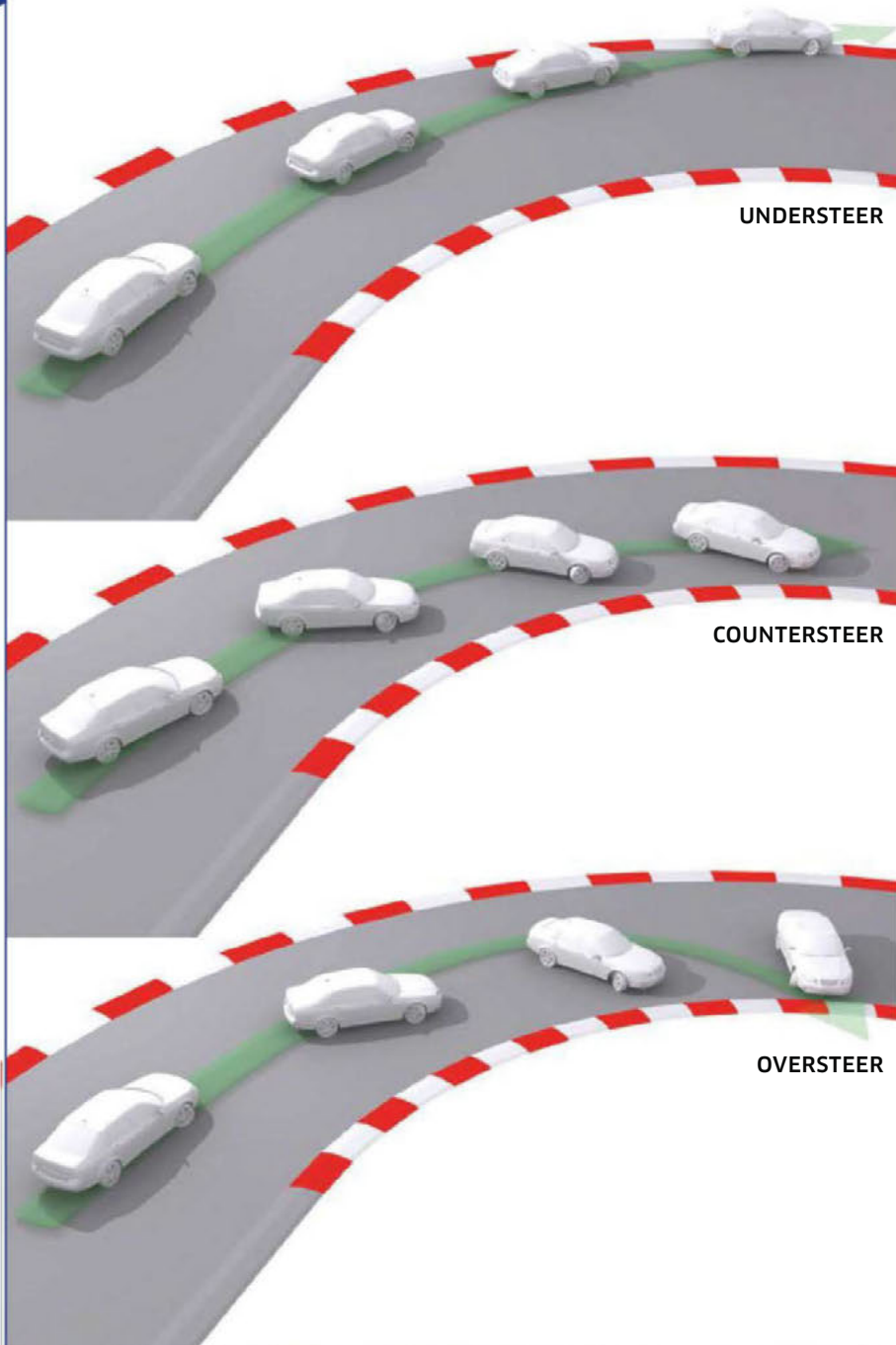
Now consider what happens if the car runs over something in the road that causes the suspension to compress. If the suspension stiffness is determined to



allow this, then there will be, at worst, a partial reduction in the contact patch as the tyre rolls over the imperfection. However, if the suspension is too stiff, then it may not compress to ride the imperfection but rather, bounce off the road surface

completely, breaking grip and inducing a slide.

If the stiffness of both ends of the car is the same, then it can affect the overall road-holding of the car. However, if it is different end-to-end, then it starts ➤



to affect the handling of the car, which is how the car reacts to changing inputs from the driver.

Handling

A quick note on handling. Most modern front-wheel drive cars will exhibit understeer – where the front loses grip before the back and continues to go straight regardless of how much you turn the steering wheel. This is partly due to the mass of the engine and transmission at the front but also, it is inherently the safest condition, certainly for a road car. It is typically rectified by lifting off the throttle, which shifts weight forward, back on to the front wheels and giving them more grip. This is the instinctive reaction to understeer by most drivers and therefore, the safest for road driving – as long as it doesn't subsequently induce lift-off oversteer.

Oversteer is when the rear of the car loses grip and comes round and for RWD cars, can be controlled by the throttle (if induced by excessive torque from the engine) and steering into the slide. A similar manner also works with FWD cars, with a steer into the slide and applying power, to get the front wheels pulling the car straight as well as transferring some weight back to the rear wheels to increase grip.

Neutral handling is when both ends of the car lose grip at the same time, with the car exhibiting neither under nor oversteer. This is the nirvana of car set-up – on paper at any rate – but many drivers have a personal preference for one or the other.

The loss of grip that causes under or oversteer can be initiated in one of several ways. Power-induced under or oversteer means that the driver is applying too much throttle and hence, torque, so that at least one driving wheel is spinning and reducing grip. Speed-induced under or oversteer can be caused when the driver enters a corner too fast and the tyres simply cannot generate the grip required to drive the line at that speed. Roll-induced under or oversteer is similar to speed-induced but is more the result of a loss of grip because the tyre is not presented perfectly onto the road surface. Weight-transfer under or oversteer is the result of changes mid-corner unsettling the suspension, such as lift-off oversteer where the driver lifts, weight moves forward and unloads the rear wheels, reducing grip.

Geometry

It's a word that may make your skin crawl with memories of school but it's relatively straightforward. Suspension geometry in this case refers to the angles that the wheels and tyres, and in some cases the components themselves, are arranged and this can also affect how the car handles.

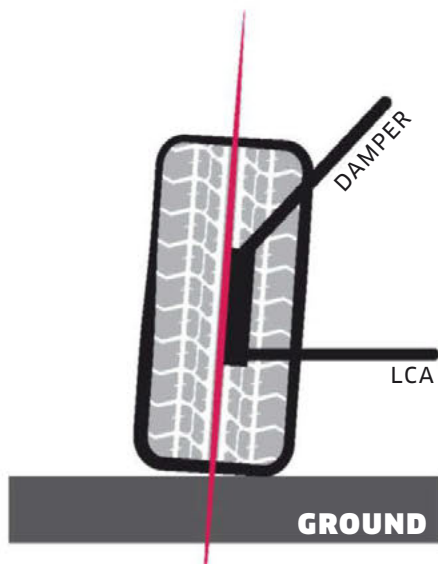
The first one, that most people will have heard of, is the toe angle. At the front, many people will recognise this as tracking and it's how the front wheels are arranged, looking down on the front of the car. Toe-in means the wheels point inwards towards each other at the front, toe-out means they point away from each other at the front.

Toe-in tends to make that end of the car more stable, particularly in a straight line, whilst toe-out can help to get that end of the car moving when necessary. Note that toe angles can be useful both at the front and

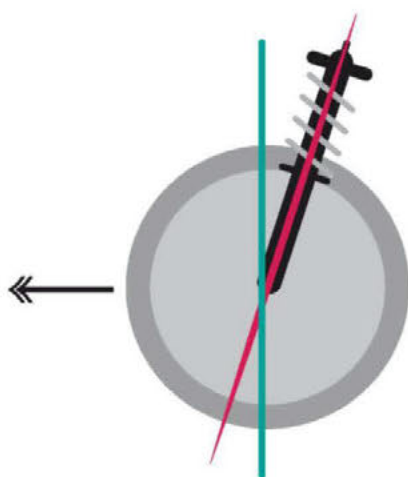




NEGATIVE CAMBER

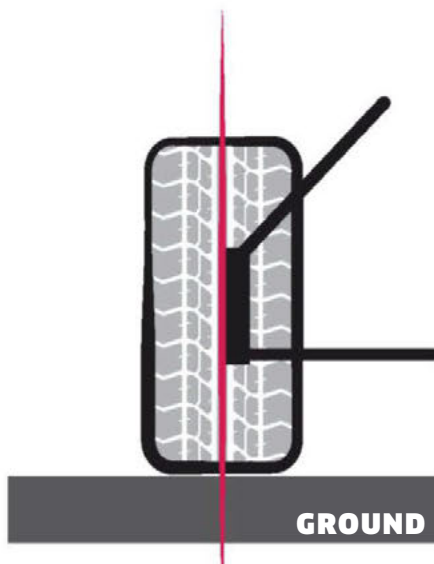


POSITIVE CASTER

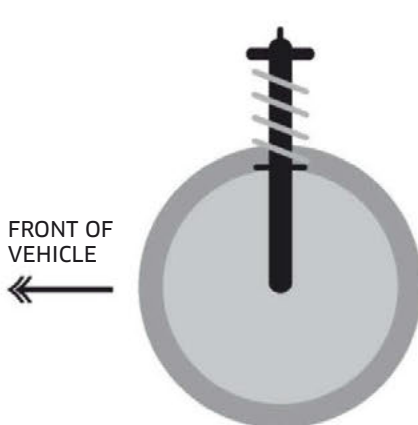


the back of the car. Fiesta ST rally cars, for example, added a little toe-out at the back to reduce the tendency for snap oversteer and make it more progressive. Oversteer in a FWD rally car can be beneficial since the driver can stay on the throttle to counter it, rather than having to lift off - within the

NEUTRAL CAMBER



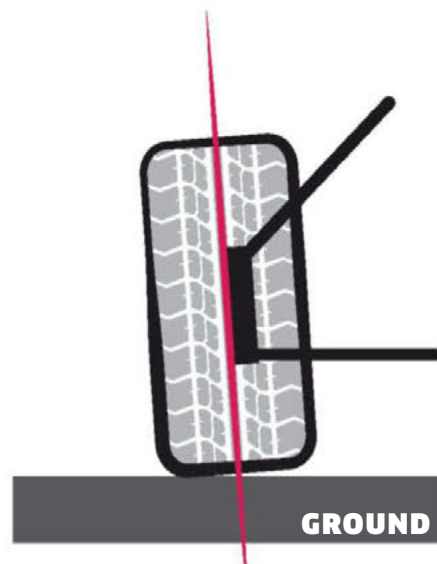
NEUTRAL CASTER



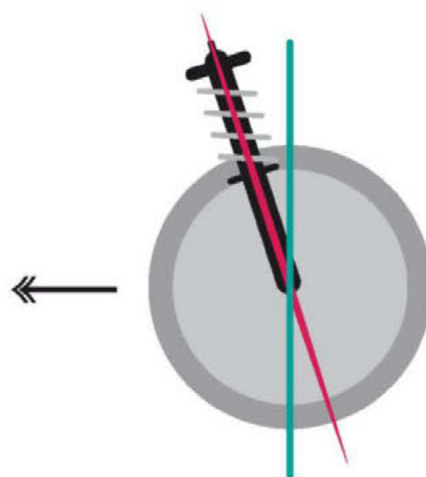
confines of tyre scrubbing.

Camber angles refer to how the wheel and tyre look as seen from the front of the car. Negative camber is when the top of the tyres lean in towards each other and positive is when they lean out. The theory here is that with negative camber, as the

POSITIVE CAMBER



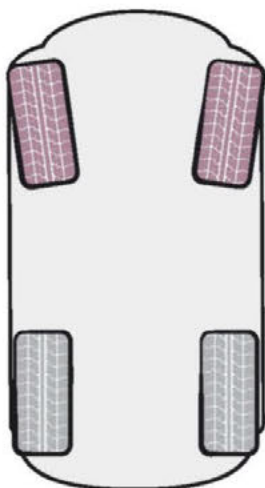
NEGATIVE CASTER



car rolls, the tyre stands up and, in an ideal word, becomes vertical and hence the tyre tread in contact with the road is perfectly flat, generating the best possible grip.

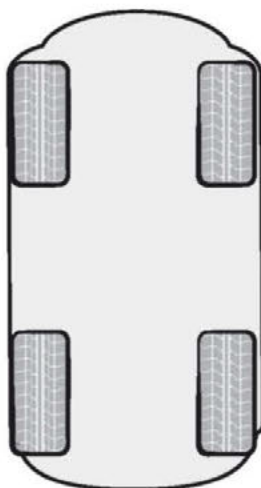
Caster angles refer to the angle of either the hub or the McPherson strut ➤

TOE OUT

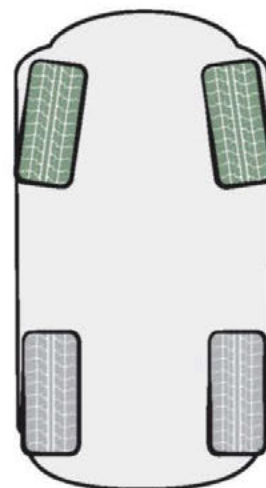


NEUTRAL TOE

FRONT



TOE IN





as seen from the side of the car. If the strut is leaning forwards from vertical, that is negative caster and if it is leaning backwards, it is positive. Positive caster tends to generate better straight-line stability than negative but it will increase as the car corners and the angle between the strut and the vertical increases.

Static and dynamic

All of the geometry angles mentioned above are determined and set when the car is stationary, ie static. However, they change as the car moves and this means that what the car looks like stationary is very different to how it behaves when in motion.

Camber, for example, will change. As

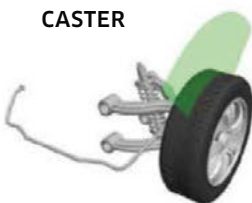
the suspension compresses, a typical McPherson strut arrangement will see camber become increasingly negative (top in) because as the spring shortens, the wheel and tyre move in a circular arc and the top tips in. Finding the right amount of static camber tends to be a trial and error affair, usually on a racetrack and usually involving lots of laps the tyre measurement with small changes to suspension geometry in between.

Adjusting camber can take place in various ways but the most common is an adjustable top mount, so that the top of the strut can be moved in or out, relative to the bottom of the strut and the hub, altering the angle.

The toe angles can also change, depending on whether the suspension is compressing (cornering or braking at the front, accelerating at the back) or extending. Generally speaking, toe angles will tend to become greater toe-out during this time, which is why many cars will be set with static toe-in, to promote straight-line stability and help improve turn-in. However, many cars will also run toe-in at the rear since this helps to keep the back end of the car following the front. But a little toe-out at the rear, whilst creating tyre scrub, can give the car an inherent tendency for oversteer which, as we said earlier, can suit either a particular driving style or a use, such as rallying.

As caster angles increase when suspension compresses, the steering's inherent tendency to self-centre increases. This can be beneficial for RWD rallying or drifting, since the car can very quickly get itself back to front wheels ahead as a start to counter steering but this can be counter-productive for a FWD car. ■

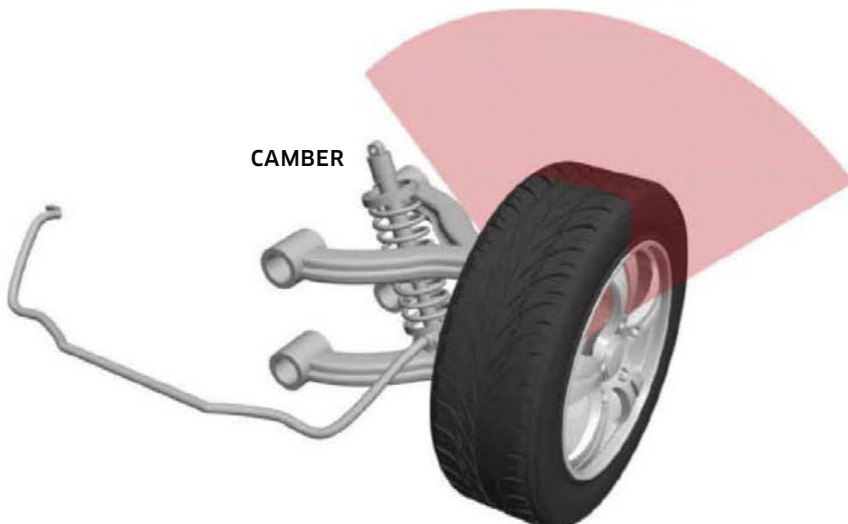
CASTER



TOE



CAMBER



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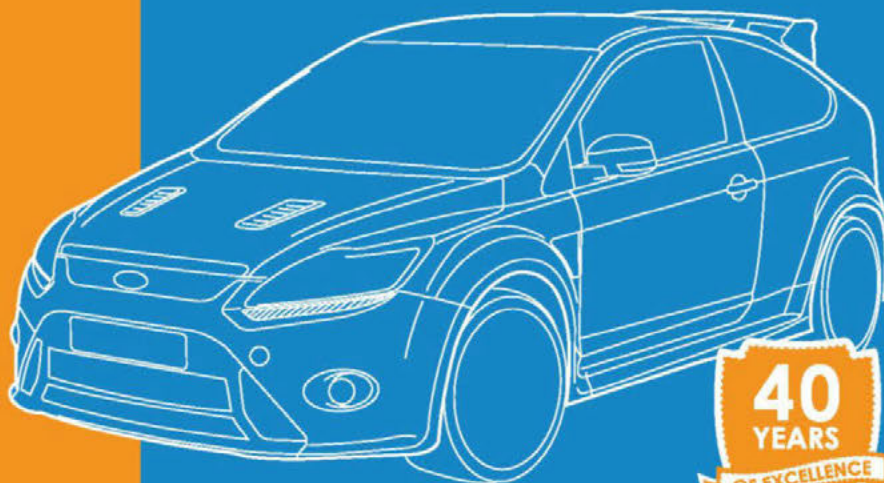
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GEARS

Filled with witchcraft and magic, gearboxes are often something that put the fear of God into even the most seasoned spanner wielding Ford nut should something go wrong. Luckily though, GEARs are here to save the day...

CHRIS POLLITT

CHRIS POLLITT / GEARS

W You know that moment when you go for a gear change and something doesn't quite feel right, or when you're motoring along and the car pops out of gear for no reason? Or, most terrifyingly of all, when you hear a low, yet metallic grumble that is unmistakably the sound of metal eating metal within your gearbox? Yeah, they're never good moments. They're also never moments that are filled with joy, instead it's normally cold shiver down your spine as mental arithmetic goes into meltdown when trying to comprehend what it's going to cost to fix. The gearbox is still in your car at this point, but those noises are the aural interpretation of an empty bank account. Or are they?

Father and son duo, Peter and Andrew Formby, are the brains behind GEARs (Gearbox Exchange and Repair Services) and to them, faulty gearboxes are the creators of no more stress than a rounded nut. Bringing back a weary transmission from the brink of death is all in a day's work, and care of Andrew's involvement in the company, building a gearbox that

can withstand the demands of a modified engine is not a challenge, it's an opportunity for GEARs. We don't know about you, but that's music to our ears. The last time we tried doing anything to a gearbox, we dropped it on our foot. That wasn't a good day.

WHO ARE THEY?

GEARs came to be in late 1981, although were it not for the determination of Peter Formby, it might not have happened at all. He's been working in this line for a while, due to >



PERFORMANCE LORDS



the economic downturn of the time, the company employing him was put into receivership – not good.

This wasn't going to beat Peter though, as he instead decided to look at his imminent unemployment as a positive – he was going to become his own boss, and on the 9th November 1981, GEARS was born.

The plan was to simply carry on doing what he did – there was a huge demand for it, despite his previous employer closing. Peter's lower overheads as a one-man operation meant that he could retain the customers of old and keep the business coming in despite the financial pressures of the time. And the work did keep coming in, and has done ever since. The reason behind the longevity of GEARS and its success is simple – mechanics don't like working on gearboxes!

Think about it, have you ever cracked open a transmission? If you have, you'll know that it's a brave person who starts messing about with what lies within. Gear sets are a metallic jigsaw that require years of hands-on knowledge before they can be mastered, which is where GEARS come in.

For the local businesses, cars coming in with gearbox issues were, for the best part, taken in as an unknown quantity. The mechanics at these local garages were great, but they were still lost when it came to gearboxes. As such, having to turn the work away would have been a real issue without the involvement of GEARS.

GEARS also served to benefit the home mechanic, normally someone like us, carrying out a refresh, a modification or a restoration on a car at home. Working on gearboxes in that situation is near impossible, so to have a service like GEARS at their disposal is nothing short of a godsend.

Basically, GEARS is there for any query to do with a manual transmission, be it from a FWD, RWD, 4x4 or otherwise. Peter and more recently, Andrew, take pride in having the knowledge that they do, and they want to put it to good use.

WHAT CAN THEY DO FOR YOU?

If you've got a car and it has a manual transmission, there's not a lot the father and son cog-swapping duo can't do for you. If you just want a grumble or whine looked at, they can do it. If your daily diesel hack is racking up the miles and you want the 'box to be revamped, then no worries there, either. Should you be restoring one of Ford's finest, the guys will be happy to recondition your old 'box, replacing every part that needs doing, resulting in your pride and joy being bolted back together with what is essentially a brand new gearbox – imagine that!

These days, the business undertaken by GEARS works on a 90/10 split, with 90% being to the local motor trade. It's the remaining 10% where you come in, you with your weird and wonderful builds, you with



We can't help but applaud GEARS on its success, as the business is clearly on a winning streak. However, the mainstream stuff isn't what gets our intrigue, it's the remaining 10% that does that for us. You see, that 10% represents another direction for GEARS, and one that can be hugely beneficial to us in the world of performance oriented vehicles.

As mentioned, the business is now a father and son affair, with Andrew joining the business in 2004. His youth, experience and fondness for performance vehicles brought with it an opportunity for GEARS to capitalise on the needs of those building cars with much more power than standard.

Whilst many deem the gearbox to be something that simply does one job and nothing more, Andrew aims to educate and inform, resulting in a gearbox designed and built with the car's proposed disciplines firmly in mind, whether that be rallying, racing or any other form of motorsport.

There's obviously a level of business for the enthusiast who simply wants a restored gearbox under the bonnet of their restored or immaculate road car, which again, is something GEARS can do with ease. They won't even be fooled by the manufacturer's



your increased power and your need to get it to the ground as effectively as possible.

Now, that might sound like a small ratio, but do remember that the business taken on by GEARS is done so in no small measure. Think how many cars are on the roads today - that's a lot of potential business, and with GEARS being so dedicated to its field, it's become the go-to business in the field.





on-going attempts to thwart garages by changing bolt positions and/or other components involved in the fitting – the wealth of combined knowledge at GEARS means no matter what you have, it can be fixed and fettled.

In 2012, the company underwent a significant re-shape, which included the name change to APF GEARS Ltd. The restructure included a new division, headed up by Andrew, which now specialises in transmission technology and innovation. The basis for this arm of the business is to support those of us running big power in older cars, where the gearboxes simply aren't able to cope. Via extensive r&d, Andrew is now able to create gearboxes with ratios that will support the power. They're tougher, too, care of the implementation of strengthened metals and other parts. There's also a great fondness for ATB diffs as well, further helping the power to get to the ground.

WHY DO YOU NEED THEM?

We could probably fill several issues talking about what GEARS does, including all the options available to you. The reality, though, is that we'd still miss someone or something out in terms of satisfying your curiosity. In essence though, that's why this company does what it does, it's why it successfully exists. It's the bespoke nature of their work, the time taken to make sure everything is right and the investment put in by Peter and Andrew that ensures the right product and, of course, peace of mind.

These guys know all too well that the transmission is often overlooked, with nothing more than a fancy clutch making its way into the driveline of even the most powerful of modified cars. That's not the way to do it though, and GEARS can show you that. If you're building a car with big power, they can help make sure you have the mechanical means to run in safely and for years to come. If you're doing a restoration, you could soon be fitting what is, in essence, a brand new gearbox rather than re-fitting the old one and hoping for the best. Basically, no matter what your transmission needs, GEARS can look after you. 📷

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Zetec

This month, it's high time we looked at the Zetec range of four-cylinder engines...

JIM BLACKSTOCK VARIOUS

The subject of this month's Motormouth engine profile is the Zetec range of four-cylinder petrol motors that Ford used across its ranges; from the early 1990s until fairly well into the 2000s, when it switched to the Duratec architecture.

Introduced to replace the CVH engine found in FWD Fiesta and Escorts and the RWD Sierra, the Zetec actually started life as the Zeta. However, Lancia owned

that name and instead of getting handed its arse in court, Ford changed to the almost-the-same-but-not-quite Zetec nomenclature.

Overall, the Zetec is a pretty good engine; it is plentiful, can be made interesting and for a whole generation of Fords, was the four-pot motor of choice. It also found a new lease of life as a transplant into older, RWD Fords as well as a host of kit cars.

THE TECHNOLOGY

There is little ground-breaking about the Zetec - or, to give it its proper name, the Zetec-E - engine. The first version, introduced in 1992, used a cast iron block housing four cylinders in line. It used an aluminium cylinder head, with two camshafts driving four valves per cylinder. The first version is identified by its silver aluminium cam cover, hence the nickname, the 'silver top'.

The second version, the Zetec-R introduced in 1998, used a two-piece block to eliminate some of the noise the earlier version suffered from, and it also got solid tappets instead of the hydraulic versions of its predecessor - carry-over technology from the CVH. There were also differences in the internal components that resulted in a torqueier engine. It was fitted with a black plastic cam cover, making it the 'Black Top'.

The last version of the Zetec was used in the ST170 Focus, albeit with a revised cylinder head, reputedly designed by Cosworth and fitted with variable cam timing. The same engine was also turbocharged and used in the first generation of the Focus RS, even though it, and that in the ST170, were badged as a Duratec.

One of the inherent drawbacks with the Zetec was its packaging - the inlet side was on the right and the exhaust on the left which meant that, installed in a front-wheel drive chassis, such as the ➤





Focus or Mondeo, the inlet was at the back of the engine and the exhaust, the front. So the exhaust had to pass under the engine, reducing ground clearance and transferring heat back into the engine bay. It also meant that a lot of pipework was necessary to try to get – relatively – cool air to the inlet system to maximise power output and minimise the chances of detonation.

THE RANGE

There were three fundamental versions of the Zetec-E, a 1.6-litre, 1.8-litre and a 2.0-litre, whilst the later Zetec-R came in 1800 and 2000cc flavours. The early 1800s had various outputs but the most common was 115bhp and used in the last of the Escorts and the early Mondeos.

There was an RS1800 variant used in Fiestas and this had 130bhp, thanks to revised cams and a remap whilst the base two-litre black top also had 130bhp. However, there was also a 150bhp version of the black top used in the Mk6 Escort RS2000 whilst the Mk6 Si got the 115bhp 1800cc version.

The ST170 used steel connecting rods and variable timing to squeeze 170bhp out of the Zetec whilst the same engine was fitted with a turbocharger for the Focus RS in 2002.

There was also a Zetec-SE engine but this was a very different beast. It was based on a Yamaha engine and was used in the Puma, in both 1.4 and 1.7-litre form. It used a reversed cylinder head with the inlet at the front and exhaust at the rear, like the later Duratec would, and also used variable cam timing to give 125bhp in the 1.7-litre form for the Puma. A cracking engine this was, loving

to be revved and revved hard and we'll be looking at this in more detail next month.

THE IMPROVEMENTS

Getting extra power from the Zetec is a fairly straightforward process and tends to follow traditional routes.

According to Burton Power, you can get the stock 1800 up to RS1800 power – a gain of 15bhp – by adding either the original Ford cams or a pair of Kent aftermarket items, along with the suitable remap.

The next step would be to swap the factory injection system for something like a Weber Alpha or Omex system, replacing



the inlet side with throttle body injection for much better power output and throttle response. This would include a replacement ignition system to make the most of the breathing with 1800 engines producing 150bhp and two-litres, around 160-165bhp. Prices start at around £1,000 for the fuel injection only with no management and climb to around £2,000 for the full system, ready to plug-n-play on a standard engine.

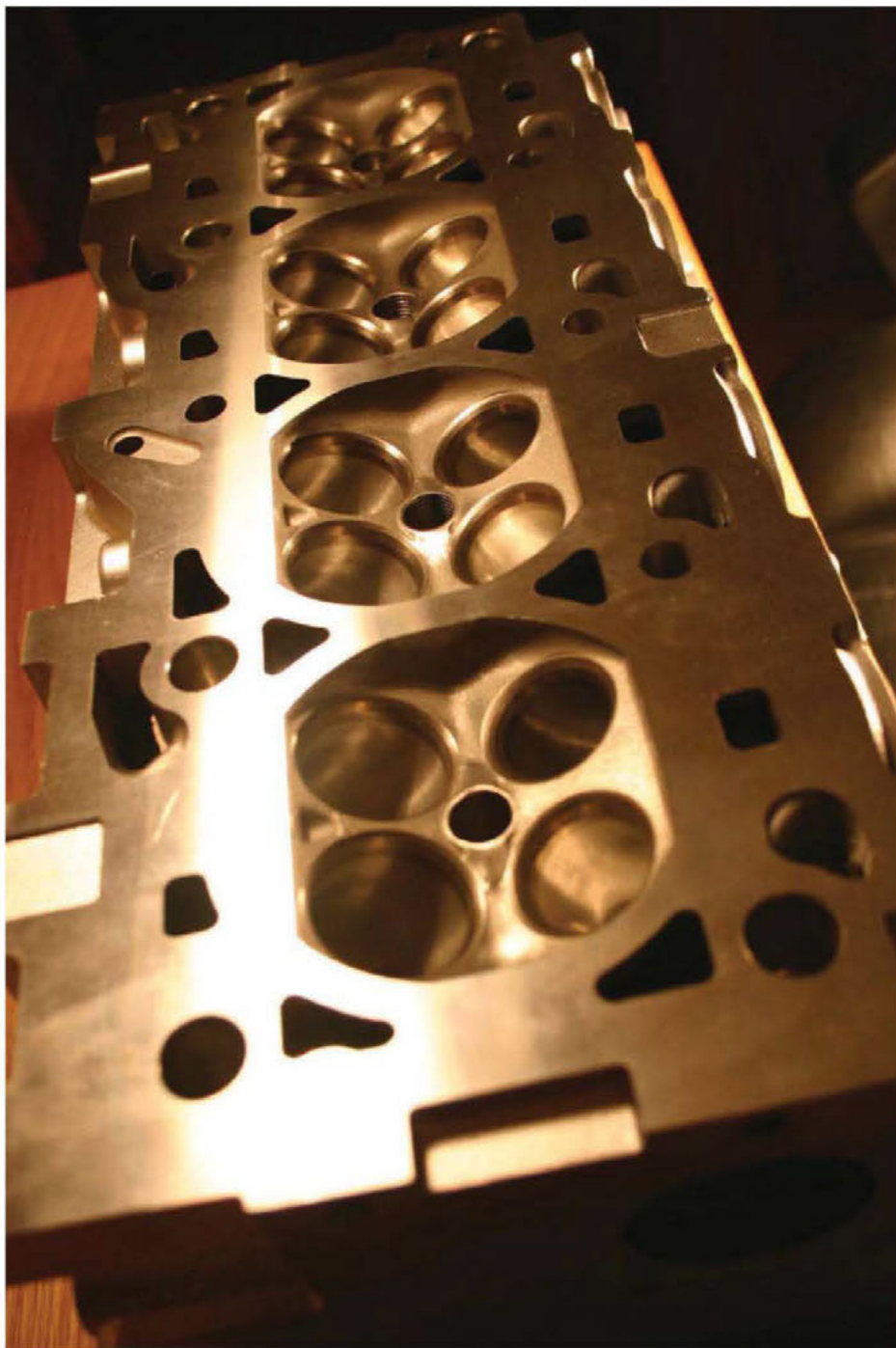
For rear-wheel drive conversions and followers of the old school, a pair of twin-choke 45mm Weber DCOE carburettors, matched to a Weber Alpha 3D ignition system, will bring similar results - around 165bhp on a black-top or silver-top two-litre. A similar set-up is available for the 1800cc variants, using 40mm carbs instead of the 45mms for the two-litre.

Burton recommends a change of cams next for more power, combined with a gas flowed cylinder head. A pair of Kent cams and its stage 1 head will bring the power up to around 185bhp on a two-litre. Of course, it is possible to go further, with a stage 2 head with larger valves and even lairier cams, releasing up to 200-240bhp depending on the spec of the cams and the injection system used.

Its stage 1 CNC machined head comes in at just under £1,000 whilst the Stage 2 spec comes in at just over £1,000. Camshafts start at £480 and rise to £660 for a complete kit with followers and springs.

It's about now that Burton recommends changing the factory con rods for Farndon steel items, since although the stock crank is very good, the original rods can become a weak point. A capacity increase to 2.1-litres, using a light bore and Accralite pistons, will also help to push output up. Burton sells the rods for £178 each or £712 the set and the pistons, £675 for a set of four.

For those looking for more from the Zetec, then Bailey Performance lists two forced induction conversions on its website, one on an 1800 engine bringing power up to 239bhp and 253lbft of torque. And if that's not enough, then a two-litre can be brought up to around 328bhp thanks to the addition of a Cosworth turbo and intercooler, Megasquirt management and uprated bottom end, cams and headwork.



Raceline also has a range of conversions for the Zetec when used for rear-wheel drive applications, such as older Fords as well as kit cars. They list a base 160bhp, 190bhp and 210bhp specifications when running on carburettors and for injected engines, 180bhp, 200bhp and 220bhp. They also list a host of internal components, such as rods, pistons and cranks as well as RWD-specific components, like cast alloy sumps and the necessary cooling system hardware.

FOCUS ST170

Despite being badged a Duratec, the Focus ST170 is definitely a Zetec engine. This one tends to respond less to conventional tuning, as it's already pretty well along the way but that's not to say it's not possible. A replacement chip, exhaust and air filter can free up around 10-15bhp, using something like a Milltek exhaust, K&N filter and a Superchips Bluefin.

A cam swap would be next whilst CNC Heads lists a ported head for the ST170, ➤





which flows 22.2% more on the inlet side and which, it predicts, should be able to produce 221bhp on a modified stock inlet manifold and up to 300bhp on throttle bodies and management with the appropriate cams.

FOCUS RS

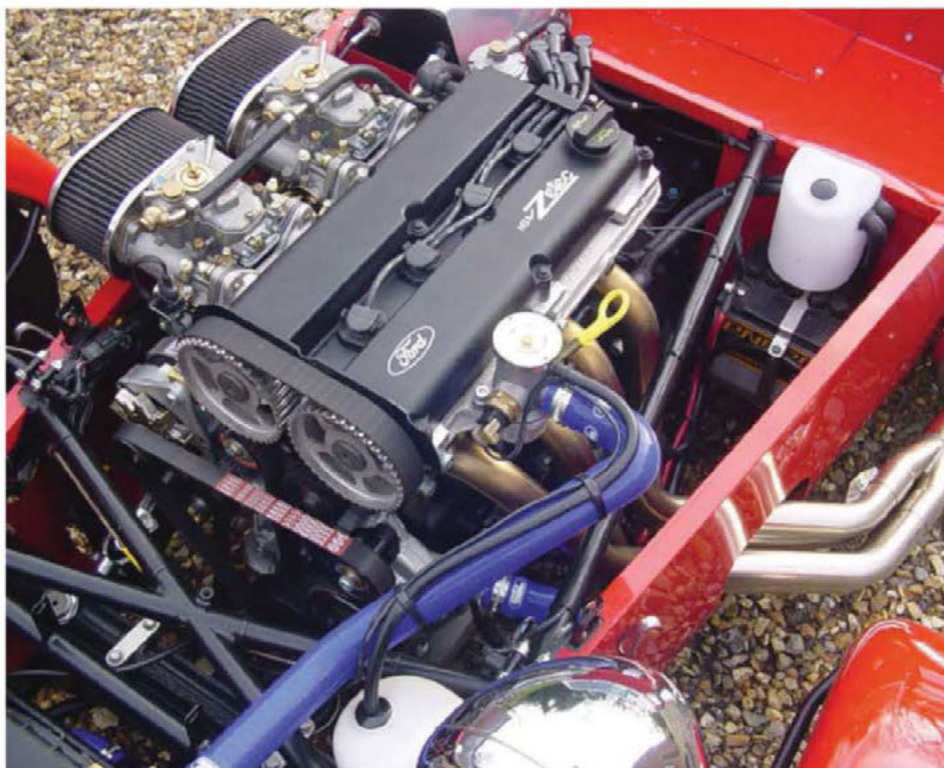
The turbocharged version of the ST170 engine responds well to an ECU remap, gaining an immediate 25bhp or so. Add to this an exhaust, again such as the Milltek cat-back and an air filter from, say, K&N and you should be looking at around 265bhp or so, according to PumaSpeed, for roughly £675 fitted. An extra 20bhp can be had by swapping the cast exhaust manifold for a tubular version to bring power up to around 285bhp, which is the limit of what is achievable on the stock turbo, according to Motorsport Developments. It then goes on to list options for 300+bhp but this is all POA...

SCC Performance has a huge array of parts for the Mk1 RS, including replacement intercoolers and several hybrid turbochargers, such as its Stage 1 and Stage 2 versions, both of which are standard replacement items. However, for serious power, their Spec GT28 item is the way forward, with the company quoting outputs from 300bhp to a monstrous 416bhp, depending on the specification of the rest of the engine components.

THE ULTIMATE

Perhaps the ultimate Zetec was the unit developed and fitted to the first generation Ford Focus World Rally Car, debuted by Ford at Rally Monte Carlo in 1999 but excluded for an illegal water

pump. However, the car then went on to cement its future by winning the Safari rally two events later, with Colin McRae at the wheel, closely followed by Rally Portugal. This was a turbocharged Zetec, prepared initially by Mountune then by Cosworth and, like all WRCars of the time, produced 300bhp but with huge torque – 550Nm – when fitted with the FIA restrictor. 📷



CONTACTS

Burton
burtonpower.com

Bailey Performance
baileyperformance.co.uk

Raceline
raceline.co.uk

PumaSpeed
pumaspeed.co.uk

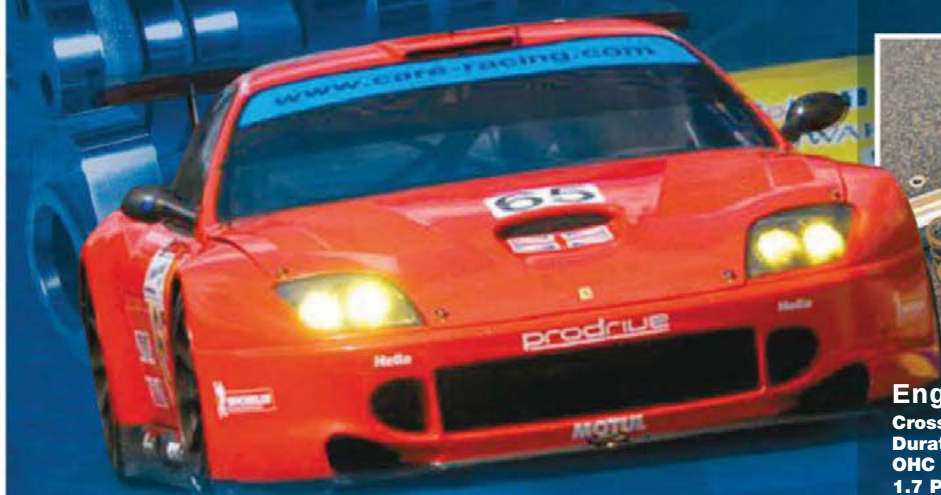
CNC Heads
cncheads.co.uk

SCC Performance
focusparts.co.uk

Motorsport Developments
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Detailing

'Tis the season to be shiny, fa la la, la la la. You get the idea. Yes, detailing, it's the art of making one's car look all shiny and amazing. Here's a blaggers' guide to getting the best results

CHRIS POLLITT VARIOUS

The first issue we have to address is the fact that these days you don't get cheery children knocking on your door, bucket in hand, asking if, in return for a couple of quid, they can wash your car. If we did, this feature would be a lot shorter. However, as that's very much not the case, you're going to have to venture outside and get that car looking mint yourself. If you do have or see kids, don't ask them to do it. It's only okay if they ask you, you know, because of child labour laws. Not that we'd know. Er, moving on...

As we all know, it's easy enough to chuck a bucket of water over your car, move the dirt around a bit, dry it all off with a £1.99 chamois from Halfords and then go back to drinking beer and sitting in the sun. The thing is, in terms of longevity, you're actually doing your car a disservice by doing that. If you want your car looking its best, you need to clean it regularly and correctly. That's going to mean one massive session to lay down the foundations, and then frequent shiny top-ups.

The foundation bit is key. A car may look presentable, but the reality can be a lot more unpleasant. Take a car in a showroom; something brand new, fresh from the factory. Get up close, really close, and you'll see it's

full of imperfections. Those imperfections harbour dirt and other unpleasantness that more dirt can hold on to. Plus, modern day cars have water-based paint. That doesn't mean it's going to fall off in the rain, but it does mean it needs some extra love. So, let's look at what you need to do...

BACKGROUND

Ever since the first car clattered out of the shed at the bottom of Karl Benz's garden, there have always been people paid to clean them. They get dirty, it's part of the job.

As the years rolled by and as attitudes to cars changed, i.e. they became seen as a status symbol, the aftermarket valeting industry exploded. No longer was it just a case of washing – and if you were feeling really crazy – waxing your car, it became the art of getting the best finish possible.

It's a science these days, and as such, you'll need more than some T-Cut and hose pipe. There's a multi-million pound industry based on cleaning cars and the products, with some people paying well into five figures to have their rare and delicate exotica detailed and restored. Which, when you think about it, IS BLOODY INSANE! You could buy an entire new car for that money! Anyway, that's not the point.

What is the point is that this expansion



Look how happy he is with his shiny car



Clay bar in action

into the world of vehicle cleanliness and conditioning is that there is a wealth of products and techniques that you can acquire or learn and bring to your car. That's why we thought we'd show you what kind of things you could be doing to make your car look tip top.

GETTING STARTED

We know that every car is different; some of you may already have cars so clean you could use them as a laboratory. Others, well, you might have things under your seats that have been there for so long they're beginning to turn into new and wonderful life forms. As such, and so we don't agitate any one particular person, we think the best way to go will be to use a hypothetical car, and you decide if you need to scrub and polish more!

SCRUB UP

Now this is going to sound really daft and obvious, but you need to wash it. Yeah, shocker, right? The thing is, you'd be shocked how many people manage to do this wrong. We don't want that for your car, so allow us to provide some tips.

*Don't use any kind of soap other than soap designed for a car. Remember washing your dad's Cortina with a bucket of water and Fairy? Yeah, well that's bad for the paint because of SCIENTIFIC REASONS! Dedicated car shampoo will look after your paint and won't suck it dry of the chemicals and oils that make it shiny. Another option, of course, is to look at some kind of snow foam. The newest trend in car cleaning, snow foam briefly sticks to the car and care of the balanced chemicals within, effortlessly brings out the dirt. It's like DAZ but for your car, and without Shane Ritchie.

*Do it in the shade, or in cool conditions. It seems like fun to make your t-shirt go see

through whilst playing with the bubbles in the sun, but firstly, that's a horrifying sight for your neighbours, and secondly, it will dry the car out before the wash has had a chance to work.

*Use a jet wash with caution, they're powerful buggers and won't hesitate to rip off paint if the water can find a way to do so, such as a crack or stone chip. Also, go at the car at a shallow angle, not straight on. Again, this will avoid unwanted damage.

*Rinse the car thoroughly, but make sure you give the water time to run down the car, then rinse the bottom again. That's where the dirt will build up again. So make sure you're satisfied it's all gone, and not clogging up in your side skirts or similar.

*Get decent kit to dry it. Don't use yesterday's Mirror, don't use your bath towel and don't use a roll of Andrex. Buy a decent chamois, not a cheap one, and use that. If you use anything sub par, all you're doing is increasing the risk of damaging the paint.

MORE THAN SKIN DEEP

Before you go thumbing through your waxes to decide what's best, prepare your bodywork with some clay. No, stop thinking of scenes from Ghost, we are, of course, referring to using a clay bar on your car. Via witchcraft and magic, a clay bar will remove a wealth of dirt, grime and other detritus that to the naked eye, simply wasn't there. It's amazing stuff, and we're not saying that because we've been paid to. Our Ed tried it once and it actually works!

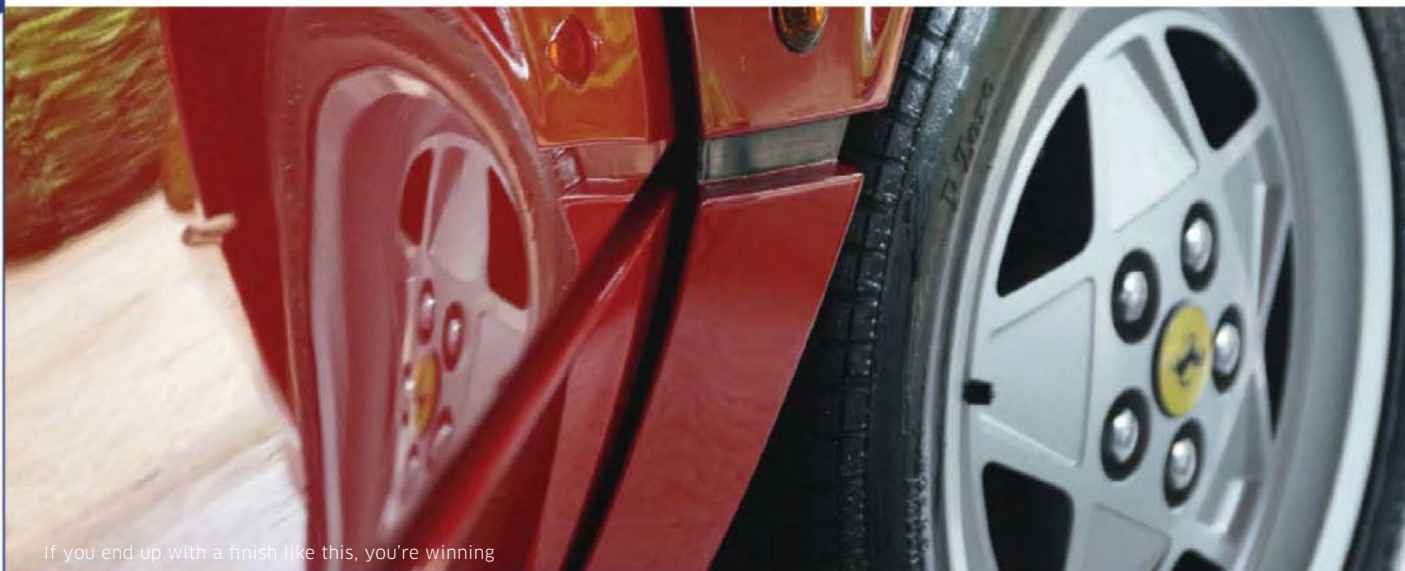
We won't lie, it's an arduous task which requires you to work every inch of the car's bodywork with a small bit of clay, ►



Clay bar gives you a chance to, er, bond with your car



Stroking your ST badge with gloved hands is overkill. And weird



If you end up with a finish like this, you're winning

roughly the size of a digestive. Kneading and folding it along the way, lubricating its path with a specified spray, the process will remove all the crud and filth that's embedded itself into your paint. Don't believe us? You try it, then run your fingers over an area you've done – you'll soon want to do the rest.

MR MIYAGI?

The next stage is to get that perfected bodywork covered in protective wax. The last one we used was the Valet Pro carnauba car wax, which did a grand job. Again, much like washing, don't do this in direct sunlight or hot conditions – it'll dry the wax out and make it hard to remove.

Apply it to every panel in regular circular patterns and give it some time to sit on the bodywork and do its thing. This will vary from product to product, so make sure you read the directions. Once it has gone dry or been on the body for long enough, simply buff it off using a decent quality cloth, not your wife's favourite coat. Then job jobbed, your car should be looking spic and span.

INTERIOR

It's beyond us how anyone can drive around with the inside of their car looking like a landfill, so, er, don't. Instead, make sure it's clean as a whistle and give it a good scrub.

If you're cleaning a car you've just bought, don't be afraid to go all-out and remove the seats. This will give you far better access to the floor of the car, which should make things easier. There are various cleaners available for the carpets, such as Valet Pro's Classic Carpet Cleaner, which is a spray on and valet out affair.

If the seats are out, it will also give you the opportunity to go over them thoroughly with either a leather or fabric cleaner. Better than folding yourself in half trying to do them in situ.

For the plastics and interior trim, use a proper car-based product. Don't go budget and don't do that dealer trick of going for something silicon-based, as that'll just give you a slimy interior for months. Once it's all done, keep a micro-fibre cloth in your glove box – it's amazing how much dust can build up and try to ruin all your hard work.

WHEELS

Much like any other area on the car, when it comes to wheels there is looking clean and actually being clean. That's why you should get something that's designed for wheels, rather than just flapping your soapy wash mitt around your spokes. Something like, wait for it, Valet Pro's brilliantly named Dragon's Breath would be perfect, because it works to turn the brake dust and other grime into an oxidised residue that can easily be washed off. This leaves you safe in the knowledge that your TSW Venoms aren't being eaten by iron filings.

As for the tyres, again, this is all about using the right product to protect them and give them shine. Butter, Vaseline, KY and olive oil are not suitable for this (seriously, our Ed once used Vaseline on his Mini. He was 17, bless him). So what should you use? Well, there is a whole host of products out there, but because they helped us with this feature and gave us some images, we're once again going to suggest something from Valet Pro. Not only as a thanks, but also because the last time we used their Classic Tyre Dressing we were blown away by the shine, and more importantly, how long it lasted. Plus, the silicone-based nature of the product helps to keep your tyres supple, rather than being dried out by an inferior product.

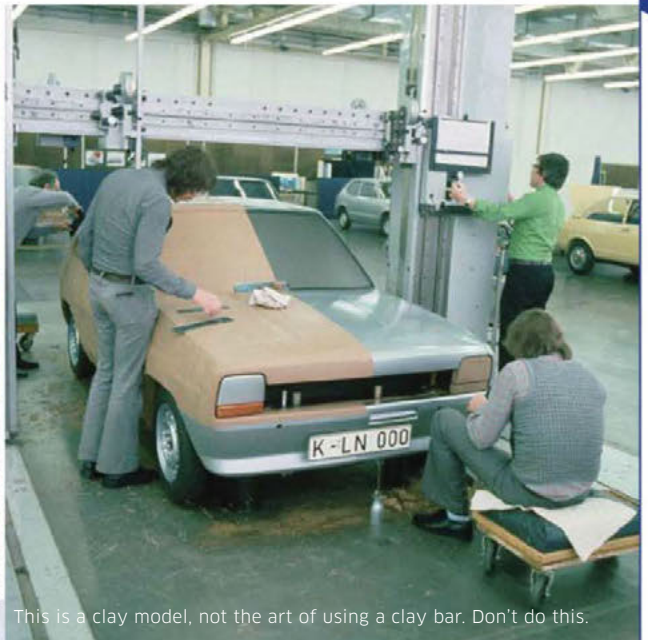
IT'S A WRAP

Another consideration some of you with show cars or even brand new cars that you want to protect is a wrap. Not something lairy and loud though, more something clear. In PF towers we also make a Morgan magazine, and we noticed that the new cars from the factory are dressed with a clear wrap on the front end. It's almost invisible to the naked eye, but it protects against stone chips and other damage that can occur through daily driving. It's worth considering.

FINALLY

There's a whole world of cleaning and detailing out there, enough to fill several editions of PF. This is designed to explain that it's not difficult and is well worth the effort. For more information, just hit the net and search for 'detailing guide'. Also, be sure to check out www.valetpro.eu. Yes, we mentioned them a lot in this feature, but that's because we've used their stuff a lot, and it really does work. It's what we lavish on our Focus ST, don'tcha know? 📷







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28th Aug	Croft (105dba)	£179
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31st Aug	Donington Park GP	£249
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3rd Sept	Cadwell Park	£149
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5th Sept	Croft (88dba)	£159
6th Sept	CROFT SPRINT (102dba)	£149
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**JOHN HEMMINGS**

We've had something of an influx of Mondeos this month, which is no bad thing. This is John's 2.2 TDCI. It's fitted with an Evo 4 intercooler, uprated 3" hard pipe, AEM water

meth injection and Apexi induction to Hybrid turbo. Also, it's got a Decat that is 3" all the way down to RS rear back box. All this adds up to 235bhp and 410ftlb of torque! On the visual

side it has a custom hand-built bodykit from a Focus RS Mk2. As John puts it, "It's the way Ford should have built the Mondeo - enough smoke to choke the Pope!"

**Kris Moffatt**

Another Mondeo in the mix; Kris, a car painter by trade and a New Zealand resident, tells us about his very international project: "My car is called Tanja. It's a 2005 Mondeo ST220, as you can probably tell. It originally came from Japan with about 60,000 miles on the clock, and in the year that I've owned it, I've put almost 10,000 miles on it. The front end had been repainted in Japan but by the time it got here it was looking a little sad, so I sanded back the paint to its

original electro-coat primer and put some fresh Performance Blue and PPG D8120 premium clear on it. I've also re-sprayed the engine covers and strut bar in a GM colour called Chlorophyll, which has a crazy blue to green roll, and accented it with a custom batch of purple I call Wild Violet, and blacked the headlights and bumper inserts. Mod wise, it's pretty much stock save for some high temp brake fluid and a Green panel filter.

I drive this car how it was meant to be driven - hard and fast. I've done

a couple of track days in it and it certainly holds its own against some of the more exotic beasts out there (there is video on my YouTube on Reflex Photography NZ). These cars are also extremely rare in New Zealand. Ford only brought in around 20 examples during the life of the Mk3, and all of them fetch huge money than what you would pay for a low mileage one in the UK. Mine cost me around £7,500, whilst high mileage ones that are due for a DMF still ask around £5,000."





KAMIL CHMIELEWSKI

This is Kamil's 2001 Ford Mondeo 1.8 auto, fully modified with AP coilovers, 18" alloy wheels,

new leather seats, and modified engine. Under the hood it's boasting new camshafts, throttle, manifold,

pistons and rings – all Cosworth parts with a dual exhaust system. Pretty smart stuff, Kamil.

LEE GLENDINNING



Lee sent us these snaps of his RS Focus Mk1. It's upgraded to Sabre Stage 2 with tubular manifold and Pro Dynamic 1, 2s. The result is an RS kicking out 338bhp. Very nice! We like the Dynamics, and the pooch!



JOSH RATTRAY

This Focus RS started out as a re-shell project, but when Josh got it home he found that it was very clean underneath. "It would be a shame to break," Josh tells us, "So it went from a Cat C rear-ended standard car, to being back on the road. It will eventually be going on to the track." Now currently running 395bhp, and being upgraded for more this year, we'd love to see it in action!



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JIM BLACKSTOCK **PUMA 1.7i 16V**

THIS MONTH'S BEST BIT

Sitting around knowing that an experienced and knowledgeable man would either fix my car or take me home

THIS MONTH'S WORST BIT

The embarrassment of leaving a liquid 'trail of breadcrumbs' in the car park



WATER PALAVER

Oh, it all began so well. Having got the tyres on last month and the brakes and suspension sorted, I was looking forward to using the Puma as much as possible. My back was in a right mess, so I grabbed an emergency appointment at my local bone-breaker and thought I'd take the Puma for a run-out.

All seemed fine – induction roar roaring, suspension and brakes doing their thing, sunny day, all was good. Well, apart from the excruciating pain across my back but that's another story...

Pulled up at the traffic lights just round the corner from the chiropractors and dropped the window a little and caught a faint whiff of hot engine coolant. Turned the corner, backed in to a parking space and caught another whiff. Temperature gauge was resolutely in exactly the middle of the arc, so shut off, popped out to have a look under the bonnet and was greeted by the dreaded trail of water from around the corner and tracking my parking manoeuvre.

A peep under the bonnet showed the expansion tank almost empty and another peek, under the engine bay, showed why; water was cascading out. Nothing for it but to let it all cool down, get my back sorted and try topping it up afterwards.

Tried that – hopeful for a moment until I fired the engine up and again, it all came gushing out underneath. Six miles from home, I wasn't going to risk it, so time to call a nice man with a lairy van.



COSTS

Thermostat housing
£24.70

Thermostat and seal
£6

Engine coolant temperature sensor
£14.93

I learned a long, long time ago when modifying cars to always have a plan B. In my case, that means membership of a famous motoring organisation that will try to repair my car and if it can't, get me home, where I can then have a go. The good thing about this particular organisation is it covers me, not the car, and therefore any car I'm driving.

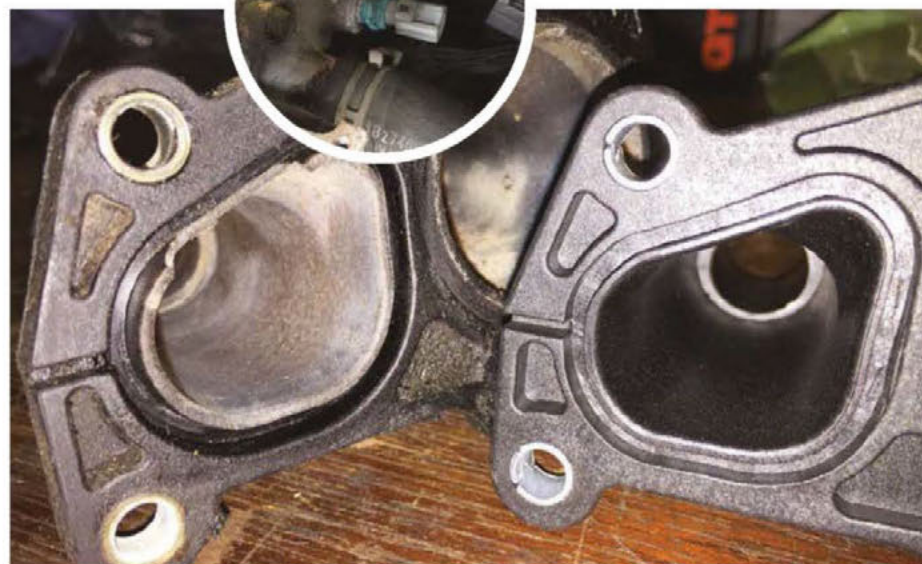
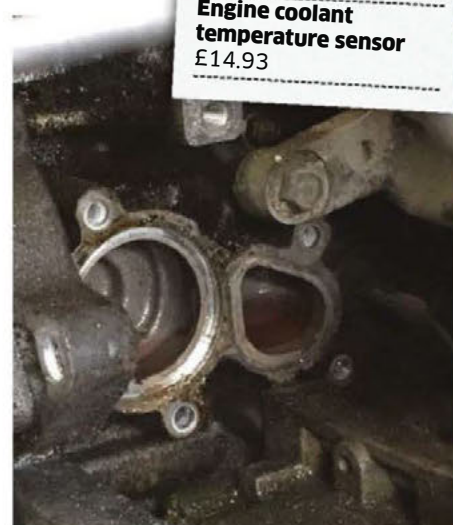
So I rang them up, they said a patrol would be there in 40 minutes, so long enough for me to go and find a coffee and sit in the car and wait. I'd found a coffee shop and got as far as "Two suga..." when I got a call saying he was with the car.

I hurried back and he had a look. He filled the expansion tank up and the water stayed put. He then pressure-tested the cooling system and it came pouring out. He was an ex-Ford technician and reckoned it was the thermostat

housing on the side of the block - there are two waterways and the seal around one goes hard and breaks, letting water out. You can't actually see the housing but the water was coming from roughly where it is.

Obviously, he couldn't do anything there, so he towed me home. Can't compliment the guy - or the service - enough. Only 30 mins longer than if I'd driven myself and I knew where to look for the problem.

So I got the bits ordered up, had a look on PassionFord to find out how to do it and got stuck in. And as it transpires, it's a proper pain. To get to the 'stat housing, the alternator has to come out, as does the offside headlight. But sure enough, once off, there was a bit missing which allowed the seal to pinch and leak. New housing as well, all back on and job done.

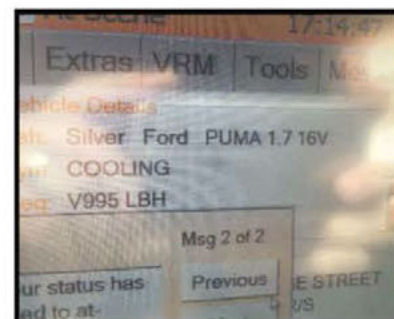


Apparently, it's important to bleed the coolant system on the Puma properly. Ford recommends a couple of minutes with the expansion tank cap off to purge the worst air locks then 3000rpm with the cap on, for two radiator fan on/off cycles with the heater on in the car. So I left it running outside the workshop but didn't hear any fan activity.

Bit more searching on PF and I came across a DIY fault-code reading system. Basically, hold down the mileage reset button and turn on the ignition. The digital display then enters a read-out mode where, among other things, you can check for error messages. One said coolant system problems. Again, forums pointed to the temperature sender under the coil pack. If the fan comes on when you unplug it, it's FUBAR.

Got another one, fitted it, fan came on lovely. The fault code is still there - it may be the fault has gone but the logged code needs clearing - not sure. Or it could be that, in the process of checking the spacer wheel bolts (see tried and tested) I disturbed an ABS sensor, as both the ABS/TC lights are on, on the dash.

So that's next month's task, along with the dreaded MOT...





CHRIS POLLITT FOCUS ST

THIS MONTH'S BEST BIT
Remembering I have an ST!

THIS MONTH'S WORST BIT
Not having the time to drive it!

NEW SHOES!

Finally, something has physically happened to the ST rather than it just sitting in my garage collecting dust. It's a big change, too, and one that has, in my humble opinion, made the ST look even more amazing. Though it has to be said, its transformation is far from complete at this stage!

All of my car driving life I have said that three things can have a drastic effect on the way a car looks. Number plates, because scruffy ones are a terrible eyesore. Windows, because dirty glass will ruin how a car looks and, finally, wheels. Nice wheels that are well suited to the car can make it look a million times different and/or better, or in the case of my ST, both.

Last month I told you I was going for the gorgeous Bola B10s in 18inch flavour. Since then, I had been doing some research and I found myself pondering whether or not I'd made the right choice. Would they be big enough? Would they work on the car as well as they did in my mind's eye? Just the usual worries.

When they arrived at the office, I was thrilled to see that they were as stunning as I'd hoped. Another bonus is that I'd forgotten I'd ordered them in staggered sizes, meaning 8s on the front and 9s on the rear. Still, these facts meant nothing until I saw them on the car.

I took it to Malvern Tyres in Weston Super Mare, where Assistant Manager, Tom – also known as the busiest man in Somerset – got the car sorted for me. Thankfully, as the Bola B10s are 18in, it meant I could retain the



COSTS

Bola B10 alloys
£640

Tyre swap
£60

Coffee while tyres were swapped
£3.50





AMDTUNING.COM BTCC FOCUS

THIS MONTH'S BEST BIT

Getting through race two in a respectable position.

THIS MONTH'S WORST BIT

Pick one, there are plenty to choose!.



IS THERE A DOCTOR IN THE HOUSE?

Things haven't gone well for us this month, but there's not really a lot anyone could do about it due to the main issue being that Mike is still a bit bashed up from his smash at Thruxton earlier in the season.

Croft was the venue for the most recent race, and to be honest, things were going okay with him qualifying in 21st for the opening race of the day. Sadly though, when he had to navigate the tight hairpin on the North Yorkshire circuit, the pain returned suddenly and sharply and despite wanting to battle on, Mike had to retire to the pits to seek medical attention.

Strapped up and determined to see race two through to the end, Mike brought the Focus over the line in 19th, which brought the potential for great things in race three depending on the results of the reverse grid. Frustratingly though, the Focus had other ideas and gave up the ghost mid-way through the race, once again forcing it to retire. The crew tried desperately to get it going again, but it was a lost cause. But hey, that's motorsport for you - it's not all podiums and spraying champers.

We'll be back though. It's the summer break now, which will give Mike plenty of time to rest and get back to being fighting fit. We're only half way through the season, so it's not all over yet!

Continental tyres from the standard alloys, which my wallet approved of. Obviously this means they're the smallest bit of stretch on the wider rear tyres, but honestly, it works and the car looks great. The swap cost £60, which means £15 a wheel for fitment, valves and balancing, a figure I can cope with.

The results, well, I think they speak for themselves. The car looks magnificent care of its new rims, despite the fact it's still on stock suspension. The fitment is bob on, with the rear wheels lining up with the bodywork with millimetre precision. Once it's on the deck I have no doubt it'll be even better, which takes me on to the next addition - coilovers.

It's all well and good having fancy wheels, but you've got to have the ride height to make them dazzle. As ST owners will know, there are many ways to achieve this, but I want to try something different that's seldom done on these later cars - I'm going to run it on a set of GAZ Golds.

The few people who know already have said I'm daft to use such suspension for road use, but I've had them on my cars in the past and I've found no issue. Plus, this car is a show/track car. It's not a daily driver, so I'm willing to sacrifice a bit of comfort in the name of tighter, more balanced handling. The other angle of this car is that it will driven to all the events it attends, so it will be interesting to report back on how the suspension deals with various roads. Time will tell, as they should be fitted by the time you read the next update.

Finally, I've been working with The MAP Group to discuss the options available for wrapping the car. I've nothing against the current blue, but if I can make it look a bit more exciting, I will. We've got some designs in mind that are being played with, including Hello Kitty or Minion motif, but they've yet to be signed off. Again, more on that next month.





DAN WOODROW F4 TEAM BOSS

THIS MONTH'S BEST BIT

Sun coming out for race two on Sunday & being 4th quickest over the start/finish line.

THIS MONTH'S WORST BIT

The rain on Friday, as we all got soaked on the pit wall AGAIN!

WET WET WET

It was time for the 23 Racing team to head to Silverstone and race on the famous tarmac where all the F1 stars will be racing in July. The weekend again co-supported the British GT Championship on the full GP layout. This is a very technical track with a lot of long straights and some very complicated complexes over the 3.6 mile track.

The team set off from the workshop around mid afternoon on Thursday as this meeting only had testing on the Friday and we couldn't get access to the track until 6pm. The testing would be in the form of 4 x 40 minute session, for our driver James to assess the track and see where he can gain some time. James, unlike a few of the drivers, hadn't been to Silverstone before the weekend; he did, however, like most racing fans, watch the F1 race on TV so had an idea about the track.

Friday testing was a very wet affair so this slowed the speed down. James got to know the track in the wet, which is probably the best way around - test in the wet and race in the dry! James managed to put in some good practice laps and the team finished the day very happy with the progress.

Saturday morning was here and a dry start to the day! What a great feeling to wake up in the morning and see the sun coming out. Dry qualifying meant we made a number of changes to the car to fit the conditions - when it's wet the car is set up very soft, when it's dry it goes back to a stiff set up.

James managed to complete 9 laps with his fastest coming on lap 9. James is always improving as a driver so the end of each session is when James is at his fastest as he has gained the confidence during the session to be able to push that little harder. James's best lap did, however, put him very high on the finish line speed trap; he was 4th quickest over the line. Overall he managed a 2.09 minute lap.

Saturday race one, which normally takes place in the afternoon. This race was scheduled for 2.30pm, it was dry

but a bit cloudy, and we don't mind that as long as it's dry! James managed to finish the race in 14th position but he was fighting for 13th in the middle and latter part of the race. This was a good finish for James as he managed to match his qualifying time on a cooler track. His ideal lap was over 0.5 seconds quicker.

Sunday race one started at 10.30am and unfortunately was a wet affair. This slows the pace of the cars down and also lowers average speed. James's average speed went from just over 100mph to 87.12mph, but even so, James finished the race in 17th place.

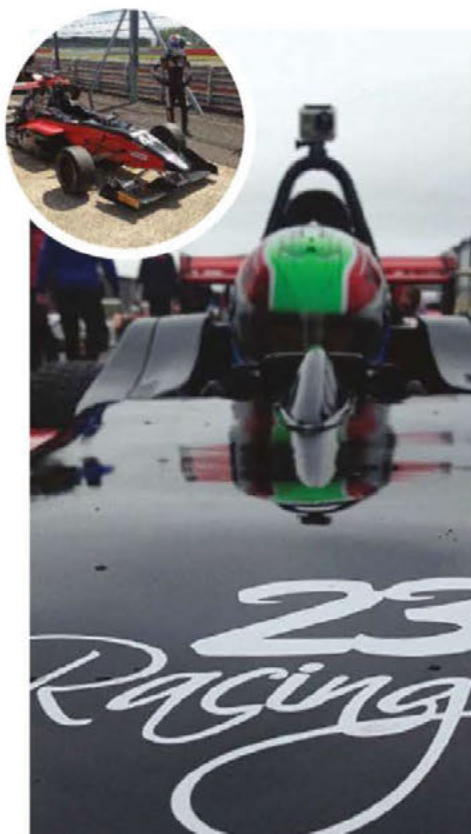
Sunday race two was a dry race, finally! The sun dance by most of the paddock during the lunch break must have helped! The race allowed us to gather some more information about the car in terms of set up and the use of new tyres. We carry two new slicks in the truck so we decided to bolt these on, but unfortunately this didn't have the desired effect and James

complained about an unbalanced car, so he ended the race in 20th position but his average dry MPH dropped slightly to 99.55 so still very fast despite the tyres slightly unbalancing the car. James's ideal lap would have been over 3 tenths quicker which would have taken him nearly to his qualifying time, he was 16th fastest over the start/finish line speed trap which shows the car and driver do have the pace!

Team manager Dan Woodrow, added "It's been a good but tough weekend, we haven't done any testing on this configuration of Silverstone, only ever on the national circuit really, so to achieve three race finishes is testament to James and the team. We've learnt a lot again about the car and what happens when we make a change. It's a great car and that goes to show the constructor really did design and build a fantastic car. The Ford Duratec engine is a fantastic, fast and ultra reliable motor, in race trim it's awesome! We will move on to Snetterton with a lot of confidence, James is really starting to feel at home in the car and I've got a feeling Snetterton could be (without any problems) a very good weekend. This meeting isn't on TV (highlights only) but the second time we go to Snetterton co-supporting the GT's is live."

With the relatively long break between Silverstone and the July Snetterton meeting the team and driver decided to attend the last test day on the 300 layout before the race weekend (the track configuration that the cars would race on at the meeting). The day went very well and allowed James the time to drive the track and to see where it goes; this then should allow him to jump in the car and make progress when it comes to the two test days and race weekend.

Remember, anyone interested in getting involved in racing or just helping out (getting started or already a "racer") should get in contact with us via twitter @23racinguk or facebook (23 Racing) or through the website www.23racing.co.uk - imagine if a reader of Performance Ford could come and race with us... Until September, enjoy the sun!





Ford Tools



3 Piece Hex Screwdriver Set *FHT-H-0004*



2pk Long Arm Hex & Torx Set *FHT-H-0015*



2pk Long Arm Hex & Torx Set *FHT-H-0022*



31 Piece Screwdriver Set & Mag Bowl *FHT-H-0004*



28 Piece Precision Screwdriver Set *FHT-C-0052*



46 Piece Ratchet Screwdriver Set *FFHT-H-0055*



20 Piece 1/2 Drive Socket Set *FMT-007*



12 Piece 3/8 Drive Metric Socket Set *FMT-023*



48 Piece 1/4 Drive Metric Socket & Bit Set *FMT-028*



Air Impact Wrench Set *FAT-0100*



Gravity feed Paint Spray Gun *FAT-0111*



Professional 1lt Paint Spray Gun *FAT-0112*



Professional Car Creeper *FCA-019*



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Racing Alloy 2.5T Trolley Jack *FCA-017*



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ANDY BURTON

If you own a Ford, the chances are that you've bought a part or two from Burton Power. PF chats to the man behind it, Andy Burton, to find out how it started

CHRIS POLLITT VARIOUS

Burton Power has become the go-to place for the Ford enthusiast, care of its dedication to look after us Ford folk. Not only does Burton stock and sell parts, it also looks to the future to secure and develop cars for the next generation of classics.

That makes the man behind the firm, Andy Burton, a bit of a legend in our book, so we thought it would only be right if we got his take on why he loves Fords, why he does what he does and why he loves the Ford scene. We also asked for a free engine, though he's yet to make good on his word. Andy, we're waiting...

HOW DID BURTON POWER COME TO BE?

My grandfather, Lionel, was an automotive mechanic who had a lot of experience in tuning and modifying VW and Porsche engines. This experience highlighted the difficulty in finding companies who could carry out specialist engineering services such as dynamic balancing. Having identified that there was a niche market for providing such services, he decided to take over an empty shop and purchased a dynamic crankshaft balancing machine plus a few other items

of equipment and machinery. That was the beginning of the company originally known as Burton Engineering. The sea lion image balancing a ball was created to signify the company's main activity, dynamic balancing. Although this image has been modified over the years, it is still incorporated in the Burton Power logo as recognition of the company's origins.

WHAT'S LIKE BEING SO BIG IN THE FORD MARKET?

It's OK I guess! Having worked here full time for 24 years, I haven't known anything different. Just because we are a relatively large company for our market, it doesn't mean that we can just sit back and watch the orders come in. A huge amount of effort from all the staff is required to process and get orders out to destinations all over the world on a daily basis. And having a large range of products means the sourcing of some parts can be difficult at times. If only we could source all parts at all times! It's never that easy but that's the nature of the business. We must be doing something right!

WHAT'S YOUR HISTORY WITH FORDS?

1st Ford - Escort RS2000 Mk2, which was restored and attended many RS shows in the early 1990s. Currently in bits waiting for enough enthusiasm to put it back together with a 2.3 Duratec engine.
2nd Ford - Escort RS Turbo S2, used as a daily car.
3rd Ford - Sierra RS Cosworth 3-door - originally a Burton Power company vehicle, I bought this to replace the RST and it was originally my daily car. Still got this car although it hasn't been out for a couple of years.



4th Ford - Mondeo Mk1 - bought to replace the Cosworth as a daily driver.

5th Ford - Focus Mk1 diesel - replaced the Mondeo and I still have it 11 years later just to eat up the miles.

6th Ford - Focus RS Mk2 'Kermit'

ARE YOU WORKING ON ANYTHING EXCITING?

I need to finish the RS2000 off but at the moment I'm in the process of getting the garage at home made significantly larger so all the cars can come home as some are in storage. Currently working on my recently purchased Rotax kart that no longer has a functioning engine, possibly due to the driver!

WHAT DO YOU THINK OF THE FORD SCENE TODAY?

It's amazing to see the popularity of Fords today and there is no sign that it's going to tail off. In fact, it can only get better with Ford continuing to make exciting cars such as the current STs and next year's RS Focus. At the classic end of the scene, it's great to see the amount of cars that are being restored and modified by dedicated owners. Ford has made some great cars in the past 50-60 years and they all have a place in the Ford scene today.

WHAT'S YOUR MOST POPULAR PRODUCT?

If you look at the sales figures, the most popular products are quite dull and ordinary - the top seller is flywheel bolts for X/flow & Essex engines. Then it is wheel studs, stem seals, needle rollers, follower retaining springs, exhaust studs, cotters - you get the idea. It's all mainly engine parts and we have sales recorded against

almost 10,000 separate part numbers over the past year. I'm always amazed how many Lotus Twin Cam front cover assemblies we sell every year. They're not cheap (around £540 for the kit) but it highlights how many of these classic engines are still out there. Cometic gaskets, for which we are a main importer, have been very popular this year and we have recently expanded the range to cover some gearbox and axle gaskets.

WHAT DO YOU THINK MAKES THE FORD COMMUNITY SO STRONG?

First of all, Ford has made some great cars over the years so that helps and they keep getting better. Because Ford has always been the most popular make in this country, the models are always going to be well supported for spares and modified parts. You also find that many enthusiasts have grown up with Fords that their parents owned, so there is often a certain amount of nostalgia thrown into the mix as well.

WHAT'S YOUR DREAM FORD?

RS200, without a doubt.

WHERE DO YOU SEE BURTON POWER IN TEN YEARS' TIME?

Right here doing what we do best. I should imagine our core products will still be the same and I expect the Ford market to be as strong as ever.

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DRAPER 12V CAR TO CAR BOOSTER

Flat batteries are the biggest pain in the bottom of any motorist. You get no warning or indication it's going to go wrong until you turn the key, only to be greeted by a dull clunk from a recalcitrant starter motor. Then, after gently banging your head on the steering wheel, you have to go and get some jump leads, another car, faff around opening bonnets and finding terminals, and then you have to put it all back when your car finally barks into life. This process is, for lack of a better word, annoying.

It could be a thing of the past though, thanks to the Car to Car starter from tool aficionados, Draper. It couldn't be easier – simply plug one end into the 12v socket of your car, the other end into the 12v

“Maybe it's us, but we'd happily mess with jump leads and save 25 minutes of our day”



socket on the dash of your 'starter' vehicle, wait a few minutes and then bingo, your car will start. At least, that's the theory.

The reality, as we found, is somewhat different. Whilst it's a great idea on paper, every car is different and as such, so is every battery. If you're in a rush, this gizmo isn't nearly as quick as a traditional jump-start, mainly because you have to wait for the other car's electricity to flow into the flat car. This takes time, even on a car that we knew was running just 12 hours before (it's had a dicky battery for a while, so we knew it would be ideal for this test). A car such as that should be the ideal test bed for this bit of kit, as it's this sudden 'my car was running yesterday but now it's not' scenario in which the Car to Car Booster should shine, but it didn't. It took ages and it struggled.

Still, it did get the car started in the end, and while we did have to wait, we didn't have to faff with jump leads, terminals and bonnets. So yes, it will get you going, but not in a hurry.



PERFORMANCEFORD RATING



GLIPTONE LEATHER CLEANER AND CONDITIONER KIT

Highly recommended by John Brant at Bespoke Leathering in Birmingham, who recently did some repair work on one of our cars, we set about testing this product with extremely high expectations. Simply put, it's fantastic and does a great job on leather seats and door cards. The gentle cleaner, when applied with the provided soft nailbrush, easily removes any ingrained dirt from the seats and door cards to give the leather a clean untreated look. Add a little warm water and a bit of elbow grease and the leather comes up like new.

The conditioner is applied after the leather cleaner has dried. The conditioner itself is a non-greasy cream which is designed to soak into the leather within seconds, softening and restoring its suppleness. Rubbing it in, the leather cleans up even better and makes the whole car smell fantastic.

You don't need to put much effort or pressure to bring it out in a great finish. Gliptone promise us that the products breathe new life into old seats, but preserve the unique, natural qualities of the original leather – and we believe them! Now the leather is soft, supple and in some ways the conditioner seems to tighten the hide – amazing. We thoroughly recommend this one. It's easy to use and gives a great finish.



Cost:
Cleaner - £7.25
Conditioner - £8.25 inc vat

Contact:
www.gliptone.co.uk

“Top notch, couldn't fault it!”

PERFORMANCEFORD RATING



SEALEY SCREWDRIVER SET WITH CARRY CASE

Sealey's 21-piece screwdriver set contains solid tools made from high-quality Chrome Vanadium polished shafts with shot blasted and magnetized tips. They've also got textured handles with round profile design to offer maximum power transfer from hand to fixing. Essentially, they're just good-quality screwdrivers!

For everyday tasks you're covered with a range of different tips of various sizes – the usual fare of flathead, crosshead and hex. Everything works as it should and the textured handles are comfy to use. They even come in a handy

carry case that is compact enough to fit in larger tool cases.

Honestly, we couldn't find a fault in the quality of the screwdrivers at all; the case could be a bit better though, it's got a cheap plastic-y feel. We do have a bit of an issue with the price. With many other manufacturers offering budget tools that still seem to be OK quality, this does seem a bit steep. But then again, you're getting Sealey quality, which is seriously solid stuff – and you're dealing with a reputable company. As always, you get what you pay for!



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“Solid, reliable, but a bit pricey”

PERFORMANCEFORD RATING



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DYNO OF THE MONTH:

SANSPEED

1-17 STANDARD ROAD, BEXLEYHEATH, KENT, DA6 8DP



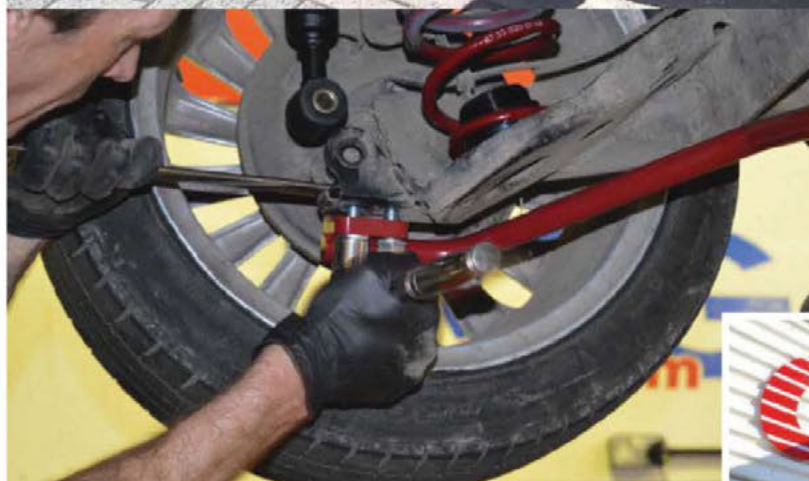
Sanspeed was founded in 1968 by Peter Sansom and has specialised since then in tuning cars. Originally it was straight forward Crypton tuning but now Sanspeed can offer both 2WD and 4WD rolling roads that is Bosch for 2WD and Dyno Dynamics for both 4WD and 2WD.

Whilst the classic car market has gone from strength to strength the remapping business has grown year on year with both live mapping and Sanspeed's own maps for standard cars.

The tuning business is backed up by a workshop that caters for both general servicing and performance related items such as turbos, performance exhausts etc.

To compliment this Sanspeed can also carry out an MOT on your vehicle.

Sanspeed



HOW LOW CAN YOU GO?

The lucky winner of our competition gets a full handling overhaul to transform her Fiesta into a true performance Ford.

JAMES BALL

Over the last few issues we've run a huge competition, one of our biggest ever: one lucky winner would receive a full Eibach suspension upgrade fitted and set-up by the experts at Graham Goode Motors, legends in the performance Ford world.

The winner was Fay Trowse from Wiltshire. "I couldn't

believe I won," she tells us, "I never win anything!" Well, now you have Fay, and it's a big one! With a beaming smile she handed over her 2011 Fiesta, with K&N filter and some nice subtle visual mods, for the treatment. Raised sky-high on the ramps, Fay waited eagerly with her dog, Kai, as her car was prepared for the removal of the old suspension and anti-roll bars.

OUT WITH THE OLD

Off come the old springs, it's amazing how much road dirt accumulates under a car. Mark Exon and Dan Spencer, Graham Goode's experts, get stuck in. "It's actually pretty clean, none of the bolts are stuck, and it helps that it's a fairly new car," Dan tells us, "Sometimes it takes a long time if a car is in bad condition." Thankfully Fay is a stickler for keeping the ➤



A



B



C

underside clean; "I always go at it with a jet wash!" Good job, too! Out come the bolts and the original parts.

FRESH SPRING

From the packaging emerges the bright red Eibachs; we place them next to the old springs for comparison. The shorter Eibachs are stronger and lighter. These are Pro Street S coilovers that have fixed rate damping that has been optimised for fast road driving, i.e. a good ride quality at low speeds and stable at high speed. The stainless steel coilover units give excellent

corrosion resistance and long lasting durability, too.

Eibach use CNC cold coiling to produce their springs; a process that's very precise, and the grade of steel used is the same as used in the design of some of their F1 springs. On they go, with the new shocks, and things are looking a lot smarter already.

FIRMER HANDLING

The old anti-roll bars are removed; the rear very easily, and the front taking a bit more time, and requiring the loosening of the sub-frame. The difference in weight between

A: Up on the ramps ready for treatment

B: Off with the old springs

C: Fresh springs on the rear

the Eibach bars and the stock is obvious, with the new roll bars promising a much more direct and precise ride.

Manufactured from cold-formed, high strength aircraft grade steel for precision performance, the increased stiffness over the standard anti-roll bars gives less body roll, increased grip and better handling. They also look the business, finished with that eye-catching dark red powder coat. Everything was attached, and it was time to adjust the Eibachs to the appropriate height. How low does Fay want it? Her answer: "How low can



D



E



F

you go?" The guys adjust to a low setting that wouldn't interfere with anything else on the car, and the resulting 35mm drop looks awesome.

CALIBRATING...

Alignment is next on the agenda, with a number of special tools for the job. The camber is adjusted and the tracking tweaked. After a number of test runs, everything is perfect. "It's important to get the camber and alignment set up right; you don't want it tracking left or right when your steering wheel is straight!"

Mark Exon explains.

The final stage is the weight distribution, "This is something usually reserved for race cars, but it's part of the competition package, so we're setting it up to be perfectly balanced" Mark tells us. In a race situation, they would set the car up with the driver's weight accounted for, but for road it's not necessary. "Things could get a bit confusing with a dog moving in the back!" Dan laughs.

ACTION/REACTION

After a day-long fitting and calibration, Fay finally gets

D: On goes the anti-roll bar

E: Laser alignment to get things perfect

F: Proper job!

to have a go in her kitted-out Fiesta. "The car feels tighter to the road now," Fay tells us. "I can go round corners faster and safer and it feels a lot more comfortable than before, and that's exactly what I wanted from the car! Everyone was so lovely it was great. The overall performance and look of the car has been dramatically improved."

As you can tell, Fay is genuinely thrilled with her prize and she can't wait to head to the next show. Now, with an expertly set up machine, you might see her at a track day, too! 📷





GOT WOOD FOR GOODWOOD

The new RS, ST, Mustang and Ken Block doing his thing, who can blame us if we got a little bit excited? Let's face it, we've all got a bit of a man-crush on Mr Block when he's sending things sideways in a cloud of smoke.

JAMES BALL JAMES BALL // VARIOUS

What gets better than a Ford stand with the latest models on it? A Ford stand with Ken Block, two Ford GTs – one suspended from the ceiling – all in a three-storey high Ford 'building' with two slides. That's right, two slides! But before we gave in to our inner child, we had to focus on, well, the Focuses.

The new Focus ST is a good-looking car. On the stand it sat in its fancy liquid blue colour posing next to Ken Block and it couldn't look cooler. Out on the hill climb its evil twin, the RS, did its posing on track. Looking solid on

the road, it took the corners perfectly and had enough grunt to be heard even after spectators' ears had been blasted by a range of outrageously loud race cars.

Ken Block wowed the fans with his usual bonkers antics in both the RS and his Hoonigan Mustang. Hitting the new RS's 'Drift' button, sending 70% of the torque to the rear, Ken shows us just what this feature can do. We don't need to explain how it looked, let's just say there was smoke, screeching and lots of revs. Stacks of fans queued up to get a picture with Ken at the Ford stand and he had time for everybody, ➤



constantly smiling, that man is a true professional and a genuinely nice guy - he's still Kenny from the Block (don't be fooled by the rocks that he's got).

Following the RS up the hill, aggressively and sideways, was another new Ford, the Mustang, kicking its tail out as it rounded the first corner. Both cars were otherwise located in the Supercar Paddock, alongside some serious hypercars such as the McLaren P1 and Ferrari FXX. That said, the Fords held their own with their new offerings and a couple of the heritage fleet Fords parked up in the same enclosure, an RS200 and a Sierra Cosworth, made sure no one forgot Ford's importance.

Monster Energy displayed their Forge Motorsport RS200 Pikes Peak challenger at their stand, its black and green matt look, with no headlights and that huge wing demanded to be photographed. Did we mention it's got 925bhp? Imagine turning up to a Ford meet with that!

When it comes to hot hatches from other brands, VW brought its Golf R400 and Honda had its Civic Type R that threatened, but didn't succeed in our books, to steal the RS's thunder. With the RS's 345bhp and mean looks, it won the battle of the hot hatches.

New stuff from other top manufacturers included the new Lotus 3-Eleven, their new 450bhp sub-900kg sports car. It's set to be Lotus's most expensive offering, at £82,000-£115,000, and their fastest. Aston ➤







Martin stretched the legs of their new Vulcan track car, slightly pricier (ahem, £1.5m) than the Lotus. The naturally-aspirated 7.0-litre V12 certainly made its stamp as it accelerated by. Audi once again improved on its much-celebrated R8, ripping up the hill climb with its V10 wonderfulness. All in all, plenty of fresh machinery to keep everyone entertained.

The usual fare of F1 cars, rally cars and classics tackled the tarmac. Highlights from included the very retro Beast of Turin, a 28-litre four cylinder pre-war Fiat that sounded like armageddon, and on a more modern noisy note, Kimi Raikkonen drove a 2010 Ferrari F1 car (with that screaming naturally-aspirated V8). Safe to say that there was probably some permanent hearing damage over the weekend, not that anyone minded!

Overall, Goodwood delivered in spades as a must-visit motor show, but then, what did we expect? Ford's offerings caused a major stir, the stand was jam-packed all weekend and it left us just itching to have a blast in the new range. 📸

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PF ASKS ...



Social media is a wonderful thing, and you lot are always there, ready to chat to us. Each month we're going to be asking questions about your Ford-filled lives. We were pondering whether or not you'd drive an Orion with an RS lump this month, or of course, an RS with an Orion CVH!

Stay tuned to www.facebook.com/PerformanceFordMagazine for your chance to be on these pages!

Performance Ford Magazine
Published by [redacted] · 23 hrs · [redacted]
Question time for the back page of the August issue!
What's your most embarrassing automotive failure?

Lewie [redacted] I also accidentally put my thumb over the end of a HT lead while trying to find out which cylinder wasn't firing, and sent spasms into my left arm resulting in a full chicken wing. Nathan Daniel Chris Michael
Like · Reply · 12 · 22 hrs · Edited

Stuart [redacted] Tried keeping with a delta intergarle evo



William [redacted] Petrol tank fell off my Capri with full tank of fuel at 30mph leaving Swansea at rush hour. Closed road due to petrol everywhere. I was popular lol
Like · Reply · 47 mins

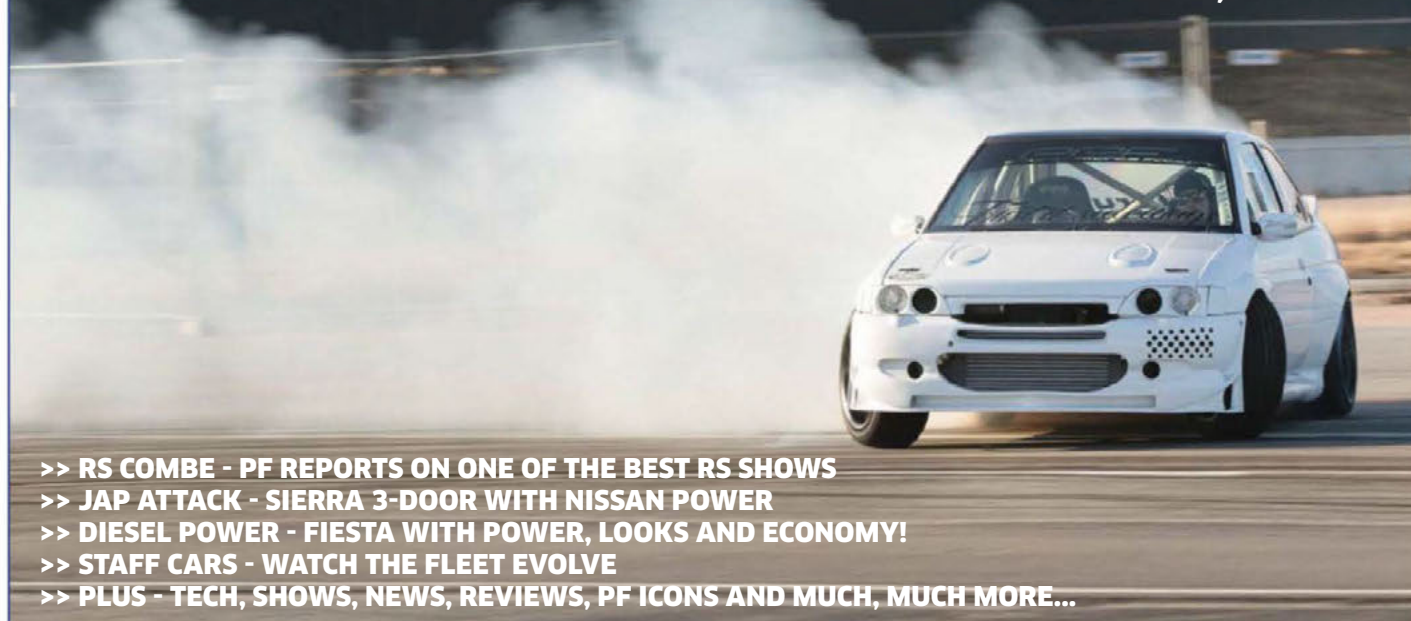
Andrew [redacted] Going to a beach with my dad (he owned my cosworth before me) the keys get buried and it took us 4 hours to find them, he wasn't impressed with me that day, It was 20 years ago mind
Like · Reply · 23 hrs

John [redacted] Having to break in to my xr2 in a police station car park after locking the keys in side. Also lock myself out of the car with the engine still running when I stopped to take a piss one night and again had to break back in

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Peak Torque: 350Nm

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